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23rd Semi-Annual Statement to 30th June, 1884.

Assets	$422,502.57
Liabilities	81,584.13
Surplus to Insured	$340.918,44
Total Resources for security of Insured	$784,518,44
New Bonds issued during 1884	7,158
Total number of Bonds issued to date	45,945
(Full records retained in office for reference.)	
Total amount of Claims paid to date	$277,146.74

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SEMI-ANNUAL STATEMENT 30th JUNE, 1884.

ASSETS	$292,219.05
LIABILITIES	110,030.10
SURPLUS AS REGARDS THE INSURED	$182,188.95
TOTAL RESOURCES FOR SECURITY OF INSURED	$395,659.05

Number of Policies issued during half-year....13.106
Losses paid during the past half-year ..... 1,609 amounting to $ 72,484.14
Total losses paid and provided for as above to date 6,455 for..... 245,601.83

This Company has never Contested a Claim at Law.

NO OTHER BUSINESS TRANSACTED.

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RESERVE FUND, - - - $6,000,000

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£	s.	d.	$ c.	£	s.	d.	$ c.
0	1	0	0 24	1	0	0	4 87
0	2	0	0 49	2	0	0	9 74
0	3	0	0 73	3	0	0	14 61
0	4	0	0 97	4	0	0	19 48
0	5	0	1 22	5	0	0	24 35
0	6	0	1 46	6	0	0	29 22
0	7	0	1 71	7	0	0	34 09
0	8	0	1 95	8	0	0	38 96
0	9	0	2 19	9	0	0	43 83
0	10	0	2 44	10	0	0	48 70

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PREPARED FOR

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BY

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1884.

Entered according to Act of Parliament of Canada, in the year 1884 by S. E. Dawson, in the Office of the Minister of Agriculture.

GAZETTE PRINTING CO., MONTREAL.

PREFACE.

This book has been prepared at the request of the Citizens' Committee of the British Association for the purpose of giving to the members attending the meeting at Montreal an outline of the main facts of interest concerning Canada generally, and, especially, concerning the place of meeting and its immediate surroundings.

Although, in a general way, the committee has approved of the book, the writer alone is responsible for any opinions which may incidentally be expressed in it and for the accuracy of the facts set forth. The statistical information is, for the most part, derived from documents published by the general or provincial parliaments.

Some of the chapters have been contributed by gentlemen specially conversant with the subjects treated in them. Mr. A. T. Drummond contributed the chapter on Forestry at page 21, and that on the Botany of Labrador, page 272. Mr. Thomas McDougall, that at page 24 on the Lumber Trade. Music is treated of by Mr. Joseph Gould at pages 38 and 222. Dr. Harrington contributed the chapter on the Geology of Montreal and its environs at page 232. Dr. George M. Dawson supplied the chapter at page 323 on the Geology of the country between Owen Sound and the Rocky Mountains, Principal Dawson wrote the geological itinerary of the Intercolonial Railway at page 84, and Mr. D. A. P. Watt contributed the chapter on the Salmon Fisheries of the Labrador Coast at page 279, and that on the Botany of Lake Superior at page 322.

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HAND-BOOK FOR CANADA.

THE DOMINION OF CANADA.

Introduction.—To those fortunate people who are endowed with intelligent curiosity and quick perception, travel in any country is pleasant and profitable; and it is doubtful whether, in comparing other countries with their own, the differences they observe or the similarities they recognise interest them most. An Englishman visiting Canada for the first time will have abundant material for both these classes of observation. He will see a people of his own race and language who have adapted themselves to a totally new set of conditions. He will be able to trace political principles, with which he is familiar, worked out into new forms; unchecked by the resisting force of institutions venerable by the traditions of long preceding centuries. In Canada, he will see the youngest nation in the world; and he will be able to converse with those who assisted at its birth. He will see institutions in process of construction, and a people, without a leisure class, busy working at them. Much of the political energy of the old world is, properly enough, spent in destructive modification of old institutions; but, in the new world, the same energy is fully occupied in constructive adaptation of principles.

Hence Englishmen are often surprised to find that Canadians, of all political parties, are more conservative than they themselves are, and they will soon learn that party names have not always the same political contents in Canada as in England.

Some of the provinces have interesting and eventful histories going back to the discovery of this continent, but the Dominion dates only from July 1, 1867. Upon that day the Imperial Act, known as the British North America Act, came into force and inaugurated the present political status. That Act was passed at the request, and upon the petition, of the Legislature of Canada which then consisted of, what are known now as, the provinces of Ontario and Quebec. The other provinces accepted the Act as each entered the Dominion; and, in this manner, each legislature laid down its former powers to resume anew that portion which fell to its share under the distribution of the Imperial Act. The end the founders of the Dominion sought could not be attained in any other way. With the warning of the great civil war of the United States before their eyes, they resolved to avoid the semblance of a delegation of a limited portion of provincial rights to a central government. Therefore the different Provincial Legislatures practically resigned the aggregate of their political powers into the hands of the Imperial Parliament, which, in turn, re-distributed this total *imperium* in the manner laid down in the Act, and thus formulated the present Constitution of the Dominion of Canada. One most essential point must be borne ever in mind, namely that, in Canada, the residuum of the undistributed *imperium* was given to the central government; whereas, in the United States, the residuum of the undelegated *imperium* of each sovereign State remained with its own legislature—a distinction most important, and vital to the political constitution of the Dominion. As might have been anticipated, questions concerning the interpretation of the British North America Act

are constantly arising. These are settled by ultimate appeal to the Queen in Council. The political student who desires detailed information as to the distribution of political power to the various legislatures will find it fully set forth in the Act in question.

Political Future.—This is a subject apparently of unfailing interest to many who are not natives of the country. The native Canadian is not in the least degree exercised upon the question. Experience has shown that the Canadian people have hitherto been equal to such emergencies as have arisen in the past; and the Canadians of to-day are too much occupied with practical questions to discuss the various hypotheses which speculative politicians delight to propound. Young nations, like young men, are not addicted to introspection. Canadians will, however, be found tolerant of political advice. They are accustomed to it and therefore have great capacity for receiving it with equanimity. They will listen with complacency to the same mathematical demonstrations which failed to convince their grandfathers, that their country must inevitably be split up, or swallowed up, or annexed; or to any other theory which ingenious strangers may cherish. They have observed that in the regions of political and moral forces the laws of arithmetic have only a fitful application. History teaches them that the nations which have in the past become great, have concerned themselves more with doing the work which lay ready to their hands than with speculative politics. Even the "fishing-rod argument" fails to move them. For, in truth, other nations have passed through the "fishing-rod" phase. The Prussians were never disturbed because their provinces stretched out end to end along the Northern seas; or because the Rhine provinces were separated by foreign States from the main body of the kingdom. Nor were the Italians disturbed because Metternich considered Italy

to be merely a geographical expression. The old thirteen colonies were a fringe of English settlements along the Atlantic coast; while the French occupied the valleys of the St. Lawrence and Ohio. There is more in common between the Manitobans and Nova Scotians, than between the Piedmontese and Sicilians, or between the Rhenish and Polish provinces of Prussia. The political outlook of these countries was not encouraging one hundred years ago; but they worked out their own problems in their own way, as the Canadians propose to do, undeterred by the metaphors of political weather-prophets. There is an over-carefulness in such matters, which is morbid, referred to by the Hebrew sage when he said, "He that observeth the wind shall not sow and he that regardeth the clouds shall not reap."

Physical Features.—A description of Canada is not easily given in the limited space available in a guide-book. To characterize in a few lines a country covering more than half the continent of North America, and reaching from the latitude of Constantinople to the North Pole—a country whose circuitous coast-line on the Atlantic measures 10,000 miles, and whose western shore upon the Pacific, studded with islands and indented by secure harbours and deep inlets, attains almost an equal length—a country where maize and peaches are staple crops, and where vegetation fades out upon the desolate and melancholy shores of the Arctic Ocean. To characterise such a country by a few general phrases is evidently impossible. If we look at the eastern portion alone we see the greatest forest region in the world. If we consider the central portion, we are regarding the great prairie country, but if we cross the passes into the Pacific province we enter upon that "Sea of Mountains" compared with which the most mountainous country in Europe is of limited extent.

And yet there are aspects in which, when British

Columbia is excepted, this great country may be apprehended by a wide generalization. It is a country of broad lakes and flowing waters. A country where the abundance of streams and the regularity of summer rains preclude the possibility of drought, and secure the widest area of vegetable growth. It is a land of grass and forest. A country containing by far the largest portion of fresh-water upon the globe; where, 2,000 miles from the ocean, the traveller may lose sight of land and be prostrated by sea-sickness. A land containing the most extensive water-ways in the world; where thousands of miles of navigable rivers may conduct commerce into the remotest corner of the continent at its widest part. The slope of the land from the Rocky Mountains is so gradual that the rivers flow with an even stream, and their sources are so certain that they flow in a equable volume. The only abrupt fall of land from Edmonton to the sea is the terrace at Niagara. That fall, and the minor rapids of the St. Lawrence are overcome by the most complete system of canals in the world, and, with one transhipment at Montreal, goods can be landed at the head of Lake Superior in the centre of the continent, 2,384 miles from the Straits of Belleisle. Of this distance 1,500 miles are in fresh water; but, if we turn farther north and enter Canada by Hudson's Bay, the ocean ship will reach, at Port Nelson, the outlet of a river system stretching out with few interruptions to the very back-bone of the continent; and draining an interior basin, remoter than the St. Lawrence basin, of over 2,000,000 square miles in extent. This profound penetration and permeation of the country by water-ways is the great characteristic of Canada. From Port Nelson to Liverpool is 2,941 miles—from New York to Liverpool is 3,040 miles. It is difficult to realize the fact that there, in the very centre of America, an Englishman is ninety-nine miles nearer home than at New York.

Not only in these greater instances, but in many others, the Dominion is intersected and irrigated by myriads of streams which interlace their sources and open up the country to its remotest bounds. In the prairie region the Saskatchewan alone affords 1,500 miles of steamboat navigation. Close upon the north of it commences the Mackenzie River basin, extending over 550,000 square miles. This great stream, with its tributary lakes and its chief affluent the Peace River, affords with trifling obstacles, upwards of 2,000 miles of waterway navigable for steamboats. Down this mighty river in 1793 went Alexander Mackenzie, the Montreal fur-trader, and, first of white men, stood upon the shore of the Arctic ocean and

> "felt the breezes blow
> From wastes that slumber in eternal snow;
> And waft across the waves tumultuous roar
> The wolf's long howl from Oonalaska's shore."

We have excepted British Columbia from this general description; but there are remarkable correspondences between the extremes of the Dominion upon the eastern and western oceans. Nova Scotia, with its magnificent h rbour of Halifax and its abundance of coal, corresponds with Vancouver Island, with Esquimault the best harbour on the Pacific and its wonderfully rich coal mines. Half-way between, upon the prairies, crop out upon the surface at Edmonton, at Bow and Belly rivers and elsewhere, coal seams which set at rest for ever any question as to fuel and motive power for the interior of the continent. The fisheries of the Pacific coast are fast rising into an importance corresponding to those of the Atlantic. All these things, and such as these, occupy the minds of the busy community of Canadians. The present generation are called to do a practical work. They will pass away and their remote descendants, who inherit their labours, may have leisure for hypothetical politics. It was in the decay of the republic

that Cicero found leisure to write out his speculations upon the theoretical Commonwealth. Doubtless, also, the Canadians have their limitations; but meanwhile "necessity is laid upon them."

Extent.—The area of the Dominion is 3,470,392 square miles, or about forty per cent. of the aggregate area of all the British possessions throughout the world. Upon its Atlantic coast, Canada, compared with New York or Philadelphia, reaches one-third of the way across the ocean to Europe. The ocean narrows towards the north to such a degree that, more than three centuries before Columbus, the Northmen were able to visit the coasts of Cape Breton and Nova Scotia in their little vessels. Of this vast area much no doubt is unavailable for culture, but, as the North and North-west are opened up, enormous tracts of good land are revealed, astonishing the Canadians themselves by the magnitude and extent of the resources of their country. In Canada there is no area desert from drought. In the far North-west, where the isothermal lines rise high under the influence of the Japan current, the forest reaches the shores of the Arctic ocean. The area of agricultural and timbered lands in the Dominion is estimated at 2,000,000 square miles.

From the returns of the census of 1881 it is ascertained that the area of land occupied in the Dominion was 45,358,141 acres.

of these there were improved:—

In crops.....acres	15,112,284
In pasture.....	6,385,562
In gardens and orchards.....	401,335

The remainder was unimproved. As the area of land suitable for the cultivation of wheat is over 1,000,000 square miles or 640,000,000 acres, it will be

seen at a glance that no one who is willing to work need want for food in a country where so much land may be had for the asking.

Census.—The last census of Canada was taken in 1881. The population by Provinces, compared with the previous census, is as follows:—

Province.	1871.	1881.	Increase.	Rate per ct.
Nova Scotia	387,800	440,572	52,772	13.6
New Brunswick	285,594	321,233	35,639	12.4
Prince Edward Island	94,021	108,891	14,870	15.8
Quebec	1,191,516	1,359,027	167,511	14.6
Ontario	1,620,851	1,923,228	302,377	18.6
Total, older Provinces	3,579,782	4,152,951	573,169	16.0
Manitoba	18,995	65,954	46,960	247.0
British Columbia	36,247	49,459	13,212	36.3
Territories	.....	56,446	.....	.....
Dominion grand total	3,635,024	4,324,810	633,341	18.98

Out of the total population 403,491 persons were owners, occupying their own lands. The holders of ten acres and less were 75,286. Those who held lands of eleven to one hundred acres numbered 249,997. From 101 to 200 acres the number of holders was 102,243, and over 200 acres 36,499.

Indians.—An account of Canada would be very incomplete without some reference to the Aborignes whose destiny it seems to be, sooner or later, to pass away before the white man. The dealings of the Canadian Government with the Indians have always been marked by the strictest equity. In the North-west, before lands were laid out for settlement, the

Indian titles were extinguished by treaties of purchase conducted with councils of the tribes interested; and concluded in the most formal manner, and by methods fully comprehensible to the Indians. These treaties have been religiously observed. The last Indian war in Canada was that of Pontiac, in 1763. The whole North-west has been kept in the most perfect order by the Mounted Police, a force of 518 officers and men with headquarters at Regina. Small squads of these men will ride into the largest camp, and arrest and bring to trial any Indian who has committed a crime. The most formidable tribes of the North-west are the Blackfeet. They respect and submit to this admirable body of men, for they have confidence that justice will be done to an Indian as righteously as to a white man. Last year in the whole North-west 386 cases were tried. One only was for murder. Ninety-seven were simple disputes about wages on the railway. Twenty-nine were for gambling. Twelve only were for being drunk and disorderly, for it is absolutely forbidden to carry spirituous liquors into the North-west; and the Mounted Police will speedily deal with any white man they catch doing it. A few years ago when Sitting Bull with his Sioux, red-handed from the war with the United States, took refuge on Canadian territory, two men of the Mounted Police rode into his camp and arrested one of his "braves" who was charged with murder, and carried him off to trial. The whole Canadian North-west is more orderly and more absolutely safe for man, woman or child than any city in Europe or America.

There is, in the Department of the Interior, a special staff for watching over the interests of the Indians throughout the Dominion. Industrial schools are provided for their children and farm instructors are appointed to teach the adults to till their lands. Government provides seed, animals, and implements; and, in the North-west, the Blackfeet (a most intelli-

gent tribe) are settling down to work. In British Columbia many Indians on the coast find regular employment in the fish-canning factories and many in the fisheries. Very little improvement appears in the extreme east in recent years among the Micmacs of the Maritime Provinces, but the Indian settlements in Ontario are doing well. These consist mainly of Iroquois. They are commencing to increase in number, and are not only cultivating their lands, but keeping their roads and bridges in repair. The Oneidas came from the United States and bought their own lands. The Indians of the Iroquois stock generally do well, while those of the Algonquin stock are not so promising. The Government severely punishes any one who sells liquor to the Indians. It supplies them with medical assistance and protects them in every possible way from the cupidity of white men. The total number of Indians in Canada is 131,137, including the nomadic tribes as far as the Arctic coast. Of these 36,483 are in British Columbia and 34,520 in the North-west. In Quebec there are 11,930 and in Ontario 18,121. The number of children actually attending school is 3,248. The present value of the property held by Indians, or in trust for them, is $11,007,914.

Militia.—The total expenditure last year in the Department of Militia was $760,354. The force consists of 37,000 men and officers. A small arms ammunition factory is carried on at Quebec by the Department. The officer in chief military command, under the Minister of Militia, is always an officer of the British army. There is at Kingston a Military College where the highest education is given for officers of the staff or for the scientific services; and there are schools at Toronto, St. Johns (near Montreal) and Fredericton, where all regimental infantry officers must in future qualify before joining their regiments. A cavalry school is being organised at Toronto. The

force consists of volunteers with the exception of two batteries of artillery and the men in training in the military schools who are regularly enlisted. It is composed of seven regiments and six squadrons of cavalry; three companies of mounted rifles; two regiments, five brigades and eighteen batteries of garrison artillery; one half-battery of mountain artillery; three companies of engineers; and ninety-four battalions of infantry and riflemen.

COMMERCE.

The Blue-books published by Government must be consulted by anyone desirous of detailed information. We have space to show only the leading facts which will, even although crudely put, give an accurate idea of the trade of the Dominion. The value of the chief staples of export are given separately, for from these a ready induction can be made concerning the industries of the country. For the year ending June 30th, 1883, in the whole of the Dominion

The total imports were.....	$132,254,022
The total exports were.....	98,085,804

The aggregate trade, including imports and exports, was apportioned as follows :—

With Great Britain.....	$99,197,682
With United States.....	97,701,056

showing that, close as Canada is to the United States, the larger volume of trade is still with Great Britain. Upon the total value of imports the Customs revenue amounted to $23,172,308, being an average duty of 17·52 per cent., and an average of $5.26 per head of the population.

The exports of the produce of Canada, exclusive of

products in transit, shipped at Canadian ports, are thus classified:—

Produce of the mine	$ 2,970,886
" " fisheries	8,809,118
" " forest	25,370,726
Animals and their produce	20,284,343
Agricultural products	22,818,519
Manufactures	3,503,220

A short analysis of these figures will show the chief employments of the people. Of the produce of the mine, the export of coal amounted to $1,087,411. The value of gold in nuggets, dust, quartz, &c., exported was $911,383. Gypsum exported, amounted to $151,844. Copper ore, to $150,497. Iron ore, to $138,775. Phosphates, to $302,716. The iron ores of Canada are very pure and are exported to Pennsylvania chiefly to be smelted with inferior ores. The phosphate trade has sprung up only in recent years, since the discovery of the enormous deposits of apatite in the Ottawa Valley.

The chief exports of the fisheries were:—

Codfish, dried	$3,653,083
Mackerel, pickled	520,335
Herring, pickled	505,730
Lobsters, preserved	1,478,895
Salmon, canned	1,156,223

The leading items of export classed as products of the forest were:—

Pot and pearl ashes	$ 268,055
Tan bark	321,991
Deals	8,656,541
Planks	8,022,095
Staves	346,649
Shingles	283,530
Railway sleepers	554,328
White pine timber	2,852,908
Oak	976,330

The trade in animal products was always large, but the export of live stock has assumed much importance of late years. The chief items in this group were:—

Horses	$1,633,291
Horned cattle	3,898,028
Sheep	1,388,056
Butter	1,705,817
Cheese	6,451,870
Furs	1,087,523
Hides	460,983
Bacon	436,973
Wool	280,530

Great efforts are being made to improve the manufacture of butter and cheese to the highest possible point. This class of exports, and the export of live cattle are capable of indefinite extension, as is evident from what has been previously said of the climate and rainfall.

Of agricultural products the chief items were:—

Barley	$6,293,233
Peas	2,161,708
Wheat	5,881,488
Flour	2,515,955
Hay	902,105
Malt	1,136,700
Potatoes	1,048,954

Besides the above, wheat, in transit from the Western United States was exported to the value of $5,821,886.

The chief items of manufactured goods exported were:—

Extract of hemlock bark	$305,418
Iron and hardware	319,217
Leather (sole and upper)	271,140
Boots and shoes	96,815
Ships sold in foreign countries	506,538
Manufactures of wood	540,875

The number of sea-going vessels entered inwards during the year was 10,781. The aggregate of tons register was 4,004,357, of which 2,121,954 were of steamships.

The inland trade of Canada, upon the rivers and lakes, is shown by the fact that during last year there were 17,012 arrivals at inland ports. The volume of the coasting trade is indicated by a total of 38,244 arrivals in the same period, of which 17,782 were of steamers.

These are the leading items of the commerce of Canada taken from the latest Blue-books for the year ending June 30th, 1883.

Inland Revenue.—This amounted last year to $6,878,259, of which $3,902,867 was raised from spirits; $405,023 from malt and $1,886,302 from tobacco. The total amount of spirits manufactured during last year was 4,281,208 proof gallons. Of tobacco, 9,558,952 lbs. were manufactured, of which 454,922 lbs. were exported.

National Policy.—In times gone by, it was the policy of the British Government to foster trade with the Colonies by a system of differential duties, both in the Home and Colonial tariffs, against the products of foreign countries. A wide spread delusion exists that this was the cause of the American Revolution. The real question at that time, if the British people could have risen to it, was formulated by ex-Governor Pownall, then a member of Parliament, (who had served as Royal Governor in South Carolina, New Jersey and Massachusetts) in a work published in 1768 and dedicated to the Right Honourable George Grenville, of Stamp Act notoriety. He said "It is "therefore the duty of those who govern us to carry "forward this state of things, to the weaving of this "lead into our system, that Great Britain may no "more be considered as the kingdom of this isle only,

"with many appendages of provinces, colonies, settle-
"ments, and other extraneous parts, but AS A GRAND
"MARINE DOMINION CONSISTING OF OUR POSSESSIONS IN
"THE ATLANTIC AND IN AMERICA, UNITED INTO A ONE
"EMPIRE, IN A ONE CENTER WHERE THE SEAT OF GOV-
"ERNMENT IS." The capitals are Pownal's. He thought highly of his plan. At that moment the Sibylline books were offered in full tale; but the fates were against their acceptance and the opportunity passed. After the revolution, some abuses of the restrictive system were abolished in the remaining colonies; but differential duties were still continued, and the theory of an Imperial policy was retained. In 1846, however, England adopted a national policy suited to England, and, as business in the colonies had grown up under a different system, a general crash and utter collapse of trade in all the colonies followed. As business revived upon the new basis, the colonists observed that, while their tariff on imports was low, the United States tariff struck with heavy duties all their exports, but as soon as they commenced to apply the method of differential duties the British Government interfered. In Sept. 1850 the New Brunswick Legislature sought "to impose differ-
"ential duties on importations from the United States
"to the extent of those imposed by that country on
"importations from New Brunswick." That is, the colonists, retaining some vestiges of the imperial idea, sought to have a British tariff for Britain and a United States tariff for the United States. This was refused in a despatch dated Nov. 1st, 1850, and the policy was laid down which has been adhered to ever since. That was the national policy of England.

The National Policy of Canada was not, however, clearly formulated until 1878, when the people, by overwhelming majorities, manifested their will that a complete and radical revision of the tariff should be made. Whether they were wise is not a question to discuss here. They had been somewhat ostentatious-

ly requested to settle their own affairs, and they did so. As unmistakably as the English people in 1846 declared for a fiscal policy suited, in their opinion, to the needs of England, so the people of Canada declared for a fiscal policy suited, in their opinion, to the needs of Canada. These needs could not, when the imperial idea was abandoned, be identical; because, in the case of Canada, the proximity of the United States rendered it necessary to take into account the fiscal policy of that great country. The essence of a National Policy as understood by Canadians is that it shall be adapted to the whole conditions of the country for which it is framed; while the prevailing school in England think that a policy which is suitable for England is also suitable for every other country. This is a theory held only in England, and, in diverging from it, the Canadians are in agreement with the practice of all other nations. They do not believe in a policy universally applicable, either in finance or legislation, any more than in a universal garment, or a universal diet, and hence they have incurred much criticism. But, in fact, a National Policy does not necessarily involve a high tariff. The tariff may be high or low, or free on certain articles, as it was for many years under the reciprocity treaty with the United States. It simply means that policy which, in their opinion, shall best promote the interests of the people by whom it is framed.

Manufactures.—It is beyond doubt that owing to the National Policy the manufacturing interests of Canada have been very greatly developed. Tables are given in the census which show the aggregate amounts of the manufactures for the years 1871 and 1881, but it is doubtful how far reliance can be placed upon these statements. They are only valuable relatively for comparison; because the same tendencies to error owing to the mis-statements of individuals, would likely exist at both periods to the same degree.

The number of persons employed would, however, be as nearly absolutely correct as census figures can be.

Manufacturing Industries.	1871.	1881.
	$	$
Amount of capital invested....	77,964,020.00	165,302,623.00
Value of raw material used....	124,907,846.00	179,918,593.00
Aggregate value of productions.	221,617,773.00	309,676,068.00
Aggregate wages paid.....	40,851,009.00	59,429,002.00
Number of persons employed..	187,942	254,935
Average wages for each person, adults or children	217.36	233.11

It is abundantly evident that, although 1871 was a most prosperous year, the increase has been large. When the imports and exports for the same years are compared, there will be found a large increase, viz.:—

	1871.	1881.
Imports.....	$96,092,971	$105,330,840
Exports.....	74,173,618	98,290,823
	$170,266,589	$203,621,663

Mr. Patterson gives the following percentage analysis of the imports for a series of years:—

Year.	Imports from	Great Britain.	United States.	Other Countries
1878	Percentage from	41.04	53.33	5.63
1879	" "	38.58	54.44	6.98
1880	" "	48.08	40.88	11.11
1881	" "	47.57	40.07	12.36
1882	" "	44.91	42.87	12.22

The amount of foreign trade increased in value between the census years 1871 and 1881 in the same ratio as the population, viz., 19 per cent.; but in bulk the imports were larger, as they consisted more of raw

terials, to which the labour of the country afterwards added value.

This new direction of trade will appear from the following table of the course of the sugar trade, in which the imports of 1878, the year just preceding the adoption of the National Policy, are compared with those of 1882:—

Imports of Sugar.	1878.	1882.
	Lbs.	Lbs.
From Great Britain.....	51,187,301	2,770,089
" United States.....	50,394,946	11,575,426
" West Indies.....	7,534,468	79,078,494
" Brazil.....	.....	33,805,480
" Central America.....	.....	210,897
" British East Indies.....	.....	1,158,464
" Dutch East Indies.....	.....	6,359,038
" All other countries.....	347,700	371,809
Total.....	109,464,415	135,329,697

It will be seen that the bulk of the importation increased 25 per cent.; but whereas in 1878 all the sugar imported was manufactured, in 1882 it was raw sugar from the producing countries. The fact was that under the old tariff sugar-refining had disappeared as an industry in Canada; whereas now there are five refineries, employing 3,500 workmen directly, and a very much larger number indirectly. The trade was transferred, from Great Britain and the United States, to the West Indies and Brazil.

Since the adoption of the National Policy the cotton industry has grown up, until, in 1883, there were 20 mills, employing 10,200 persons and distributing annually $1,110,000 in wages.

The increase in manufacturing industries has been in all directions. Only a few of the leading ones can be mentioned in our limited space. Woollens, Boots

and Shoes, Agricultural Implements, Furniture, Locomotives and Cars, Cheese Factories, Edge Tools, Founding, Hats and Furs, Hosiery, India Rubber, Nails and Tacks, Oils, Paper, Paints, Preserved and Canned Foods, Rolling Mills, Sewing Machines, Soap and Candles, Tanneries, &c. For fuller information the census and trade returns may be consulted; or, better still, the admirable reports of the Montreal Board of Trade, compiled by its Secretary, Mr. Patterson. A most important fact stated in that report in this connection is that "in 1881 the total foreign trade "of Canada was larger in proportion to the population "than that of the United States; while the shipping "of Canada per head of the population was more than "four times as large."

Public Works.—The remarkable river system of Canada has required a large expenditure of public money to bring out its full efficiency. From the entrance to Canadian waters at the Straits of Belleisle to the head of Lake Superior stretches a water-way of 2,384 miles. The difference of level in the whole distance is 600 feet; and this is overcome by a series of canals having a total length of 71½ miles, with 55 locks, and a lockage height of 533 feet. The canal at the Sault St. Marie is on the United States side, and is one mile long with 18 feet of a rise. Besides these, there are two canals, twelve miles in length, on the Richelieu. By means of these, navigation is opened up to Lake Champlain and, through the Whitehall canal, the Hudson valley is reached; making a continuous water-way to the ocean, at New York, of 457 miles. By two short canals, the Ottawa River is rendered navigable as far as Ottawa. Above the Chaudiere Falls the river is navigated by steamboats in long stretches with few breaks as far as the Mattawan, a distance of 192 miles. From Ottawa to Kingston, on Lake Ontario, is the Rideau canal. Besides these larger systems there are many smaller,

such as the works upon the River Trent, opening up 160 miles—the works at Rainy Lake, west of Lake Superior—the short canal far on the east opening up the Bras d'Or in Cape Breton—and the Murray canal, without locks, to cut off the peninsula of Prince Edward in Lake Ontario. Other projects are before the people, some of them of great magnitude; such as the Bay Verte canal to unite the Bay of Fundy with the Gulf of St. Lawrence—the Georgian Bay canal to unite the waters of Lake Ontario with Lake Huron—the Ottawa and French River system, to unite the Ottawa with Lake Huron by way of Lake Nipissing and French River. Surveys have been made of these, but no definite policy resolved upon.

Slides and Booms.—It was also necessary, as Canada depends much upon the lumbering industry, to open up the streams for floating timber to market. This has been done by timber slides, booms, and dams too numerous to particularise here.

Harbours and Breakwaters.—Much of the public money has been spent upon these. We have given the extent of the coast lines upon the eastern and western oceans; but, besides these, the coast lines of the inland seas have to be taken into account, and their harbours provided with works. Gales on the great lakes are very destructive, and fresh water is as formidable as salt water, when there is enough of it.

Lighthouses, Telegraphs and Beacons.—The great extent of coast, lake and river navigation has compelled a large outlay on these important objects. The Canadian Government works 152 miles of cable and 2,566 miles of land telegraph lines. Signal stations are established along the lower St. Lawrence to Cape Rosier; on the Magdalen Islands; on Anticosti and the Bird Rocks in the Gulf; and at Cape Ray and on St. Paul's Island at the entrance of the Gulf; so that

a ship may be signalled at Montreal the moment she enters Canadian waters. The Government also operates the line from Winnipeg to Edmonton in the North-west; and the cables and land lines in British Columbia. The telegraph system on the south shore of the River and Gulf of St. Lawrence is complete. Upon the north shore it will be completed this year to Point des Monts, and the design of Government is to continue the line by cable up to the Straits of Belleisle on the north shore, which is the northern entrance to the Gulf.

Total Cost of chief Public Works.—It will assist much in giving an idea of the objects for which the four millions of Canadians, who are working out the destinies of this country, have incurred their present debt, if the following table of the total expenditures on the chief items of public works be considered. The amount is brought down to June 30th, 1882:—

Cost of construction of canals.....	$48,410,983
" Public Buildings in Dominion	16,549,334
" Harbours and Breakwaters..	7,875,035
" Lighthouses, Beacons & Buoys	2,872,203
" Roads and Bridges.....	7,717,750
" Slides and Booms.....	1,651,762
" Telegraph and Signal Service.	1,068,421
" Railways (Dominion only)...	90,729,662

The grand total of the sums expended upon Public Works in the Dominion, not including cost of working them, is $166,815,771.

This is the capital sum expended upon works of public permanent utility. It is not capital destroyed, but capital fixed, which is yielding returns either to the public revenue directly or to private citizens.

FORESTRY OF CANADA.

Taking a general view of the great forest areas of the Dominion, some striking facts present themselves.

The line of separation between the wooded and the prairie country west of the Lake of the Woods forms an abrupt barrier beyond which but few of the trees of Ontario, Quebec, and the Maritime Provinces extend: whilst the Rocky Mountains are found to be a divide separating from the rest of the Dominion a forest flora, which, with few exceptions, is distinctive of British Columbia, Washington, and Oregon.

There are ninety-five species of forest trees in Canada, of which Ontario, the most southerly of the Provinces, has sixty-five. Of these, all, with five exceptions, occur in the Lake Erie districts, fifty-two extend eastward into the Province of Quebec, thirty-four are found to a greater or less extent on the eastern and western coasts of Lake Superior; whilst only fourteen have been observed to range westward to the Red River and the prairie country thence to the Rocky Mountains. On the other hand, thirty-four species of trees are found in British Columbia, of which only seven—the aspen poplar (Populus tremuloides), balsam poplar (P. balsamifera), canoe birch (Betula papyracea), white spruce (Abies alba), black spruce (A. nigra), balsam (A. balsamea) and red cedar Juniperus Virginana)—extend eastward beyond the influence of the Rocky Mountains, but these seven are, with the exception of the red cedar, which is more limited in range, very generally distributed over the whole Dominion from the Mackenzie River to Nova Scotia. Eighteen, or more than one half, of the British Columbia trees belong to the Coniferæ or Pine family.

The leading economic trees of Ontario, nearly all of which range into the other eastern Provinces, are

Basswood (Tilia Americana).
Red maple (Acer rubrum).
Sugar maple (Acer saccharinum).
Black ash (Fraxinus sambucifolia).
White ash (F. Americana).
Red elm (Ulmus fulva).
White elm (U. Americana).

Plane tree (Platanus occidentalis).
Butternut (Juglans cinerea).
Walnut (J. nigra).
Hickory (Carya alba).
Bur oak (Quercus macrocarpa).
White oak (Q. alba).
Red oak (Q. rubra).
Beech (Fagus ferruginea).
Hop hornbeam (Ostrya Virginica).
Canoe birch (Betula papyracea).
Black birch (B. lenta).
Aspen (Populus tremuloides).
Aspen (P. grandidentata).
Balsam poplar (P. balsamifera).
Red pine (Pinus resinosa).
White pine (Pinus strobus).
Balsam fir (Abies balsamea).
Hemlock (A. Canadensis).
Black spruce (A. nigra).
White spruce (A alba).
Tamarac (Larix Americana).
Arbor vitæ (Thuja occidentalis).

The prominent trees of Manitoba, which province may be considered as representing the Central District of Canada—are

Basswood (Tilia Americana).
Ash-leaved maple (Negundo aceroides).
Green ash (Fraxinus viridis).
White elm (Ulmus Americana).
Canoe birch (Betula papyracea).
Aspen (Populus tremuloides).
Balsam poplar (P. balsamifera).
Black spruce (Abies nigra).
White spruce (A. alba).
Tamarac (Larix Americana).

In British Columbia the leading trees, in addition to the six already mentioned, are

Maple (Acer macrophyllum).
Alder (Alnus rubra).
Oak (Quereus Garryana).
Cottonwood (Populus trichocarpa).
Western birch (Betula occidentalis).

Western scrub pine (Pinus contorta).
White pine (P. monticola).
Yellow pine (P. ponderosa).
Menzies' spruce (Picea Menziesii).
Engelmann's spruce (Picea Engelmanni).
Spruce (Abies grandis).
Balsam spruce (A. subalpina).
Western hemlock (Tsuga Mertensiana).
Williamson's hemlock (T. Pattoniana).
Douglas fir (Pseudotsuga Douglasii).
Giant cedar (Thuja gigantea).
Yellow cypress (Chamæcyparis Nutkaensis).
Yew (Taxus brevifolia).
Western larch (Larix occidentalis).

The government of the province of Ontario has recently taken up seriously the question of preserving and re-planting forests, and of tree-planting upon the high-roads and farms. The government of Quebec has also wakened up to the importance of the subject, and has instituted an "arbor day" or annual tree-planting holiday throughout the Province. But the efforts of those concerned in forestry have hitherto been turned chiefly towards obtaining more stringent regulations for preventing forest fires and for compelling the lumbermen to work their limits in a more economical manner. The Forestry associations throughout the country are doing good, useful work in calling the attention of the farmers and settlers to the great and increasing value of wooded land.

THE LUMBER TRADE.

The Lumber trade of the Dominion is still its most important commercial interest. The products of the forest considerably exceed in value those of the farm. The home consumption of lumber is large, inasmuch as building is chiefly done in wood. The quantity required for domestic use is estimated at two-thirds of the total quantity made, the balance finding its way to England, the United States, the West Indies, and South America.

The principal areas of timber lands lie in the Provinces of Quebec and Ontario. The Province of Quebec has under license 48,500 square miles, producing 2,500,000 pine logs, equal to 386,000,000 feet B.M., and 1,301,000 spruce logs, equal to 106,000,000 feet B.M.; white and red pine timber, 3,110,000 cubic feet equal to 37,320,000 feet B.M.; hardwood, 51,000 cubic feet or 611,000 feet B.M.; railroad ties, 143,000 pieces, 32 feet each, making 4,576,000 feet B.M.; cedar, equal to 4,500,000 feet; pine and spruce, round timber, 5,760,000 feet B.M.; besides tamarac, hemlock and cordwood, in all 549,976,000 feet, giving a gross revenue of $668,596 to the Province.

The Province of Ontario has 18,000 square miles under license, furnishing 2,600,000 standard pine logs equal to 520,000,000 feet of lumber; 6,790,090 cubic feet of white and red pine, or 81,000,000 feet B.M.; dimension timber 23,000,000 feet B.M.; hardwood, cedar, &c.; in all 635,500,000 feet, B.M., paying to the Provincial Government $547,000. These figures are for the year 1880-81. The revenue from the crown lands both in Ontario and Quebec has increased since, for in 1883 Quebec shows $856,872, and Ontario $635,447.

In New Brunswick the cut of timber on government lands equals 160,000,000 feet, yielding to the Province $152,000. Prince Edward Island yields no more than is required for home use. Manitoba and the North-west territories are sparely provided with timber, and the trade therein is still unimportant. British Columbia is more amply supplied, and as its facilities for export increase, it must develop a large trade. Its most important timber tree is the Douglas spruce or Oregon pine, which is the only kind that has as yet become of economic value, Its wood is yellow or reddish and coarse grained. It is considered inferior to the pine of the Ottawa region for finer kinds of work.

The most highly prized timber in the country is

white pine, and the best qualities are to be found on the Ottawa River. The Ottawa white pine is justly famous for its softness, owing to which it can be easily moulded into the forms required for interior work. But the better qualities are being gradually depleted, and it is said that the proportion of high grade pine produced on the Ottawa River is rapidly decreasing. The production of spruce is relatively on the increase as a substitute in many ways for pine.

The timber lands held under license are operated subject to the following regulations:—Licensed lands are divided into limits commonly of about fifty square miles each. Upon the sale of a limit the government retains its proprietary right in the land, selling only the privilege to cut and carry off the timber. The purchaser then has to pay a ground rent of $2 per mile annually. The licenses under which the land is held are renewable every year, and may be continued as long as the owner of the standing timber requires the use of the land for his operations. In addition to this charge, the timber, when cut and brought away, is subject to crown dues, which vary according to the description of the produce. Pine logs pay 15 cents per standard log of 200 feet, board measure, and spruce logs pay 10 cents per log in Quebec. In Ontario, pine and spruce pay 22 and 5½ cents respectively.

Operations in the woods are commenced about the middle of December. Gangs of men are sent up by the first snow-roads. Arriving on the spot of their labour, they build themselves *chantiers*, of rough logs, and prepare stabling for the horses, to follow about a month later. The work of felling and hauling goes on till about the 15th March. By that time the product of the winter's work has been hauled to the bank of some stream and piled up on the rollway ready to be thrown into the river. The camps are then broken up, and the men are paid off. About a month later fresh gangs of men are sent up the river

to tumble in the stuff and drive it to its destination at the market or the mill.

Consequent upon the alteration in the commercial policy of England which took place in 1849, the trade in lumber commenced to change its direction towards the United States. Between the years 1821 and 1832 the total export of productions of all kinds to that country averaged $3,257,153 annually, while in 1882 the trade in lumber alone with the United States amounted to $10,192,933. This further change also ensued that whereas in former years the lumber was exported to England in the shape of large pieces of square timber; under the changed policy, saw mills of larger dimensions and increased capacity sprang up and the lumber was exported to England as deals and to the United States as boards. Thus employment was provided for an additional number of hands in Canada. The figures of the total amount of export are given elsewhere.

RAILWAYS.

The Confederation of the British North American provinces in 1867 opened up new problems and revealed new duties. The summer communications by waterways would no longer suffice. The existing railway system was sufficient for old Canada, but new Canada stretched out to the Pacific, and required that its winter outlet on the Atlantic should be on its own territory. Then followed, soon after, the introduction of steel rails and a complete revolution in trade commenced. In the limited space at our disposal it is impossible to do more than to indicate the greater features of the system as it has shaped itself in the minds of Canadian statesmen.

The railways of Canada may be divided into four classes.

1. Those roads which may be called *local*, contained within the limits of the separate provinces. These

have been aided by the various provincial governments and will not be considered here.

2. The Grand Trunk Railway and its branches which may be called the system of Central Canada.

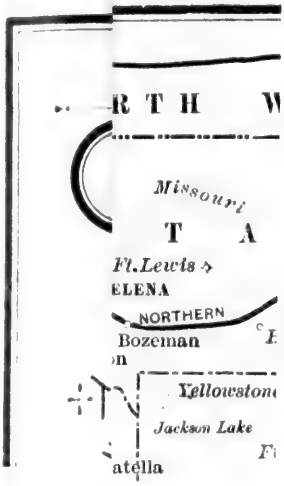
3. The Canadian Pacific Railway which, although it has its own communications with the sea and has its own system in Central Canada, may be called the system of the new Western Canada.

4. Those roads reaching from Central Canada to the sea eastwards and from Central Canada to the Pacific system westwards which are considered as public works necessary to the consolidation of the Dominion.

The classification is not very exact, but it is convenient for obtaining a general notion of the Canadian system.

Grand Trunk Railway.—This was the first great system in order of time. It was originally designed as a trunk line running from Montreal to Sarnia, with a branch to Portland as a winter port. The Portland branch had already been built and was purchased by the company. The road has been of enormous benefit to Canada. It runs through the most populous and fertile parts of the country. It was built by English capital, under English management, although the Government of Canada contributed fifteen millions of dollars to it. Many and serious mistakes were made in the inception, building and early management of the road; but the country was new and the problems were strange. The road has now absorbed a large number of smaller roads until it reaches from Chicago to Portland and Quebec, and has attained a total mileage length of 4,534 miles. It owns or controls three of the most remarkable bridges in the world—the Victoria Bridge across the St. Lawrence at Montreal, the Suspension Bridge at Niagara Falls, and the International Bridge across the Niagara River.

From Montreal, as a centre, the Grand Trunk Railway has a line to Portland with a branch to Quebec.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Bozeman
Yellowstone
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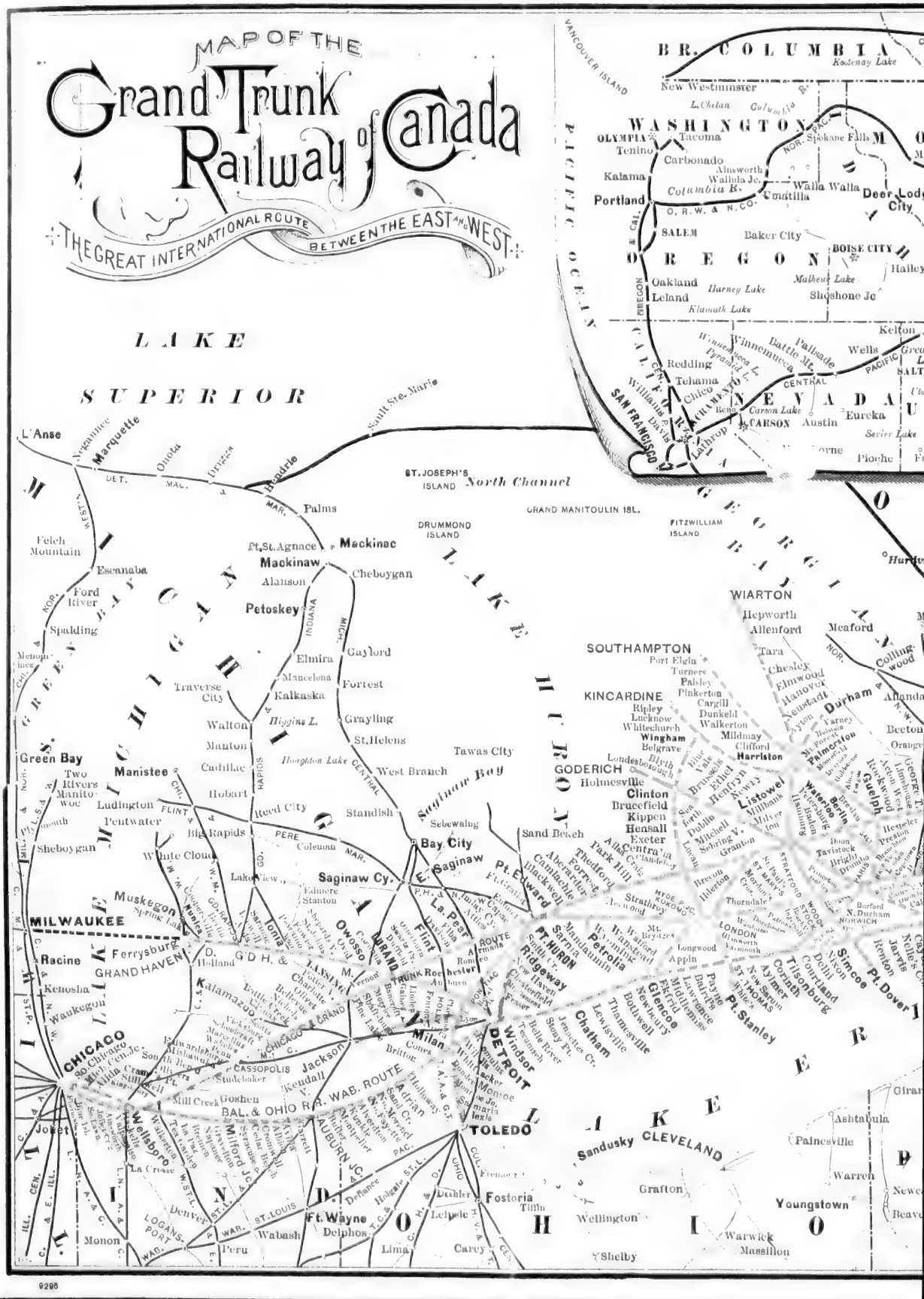
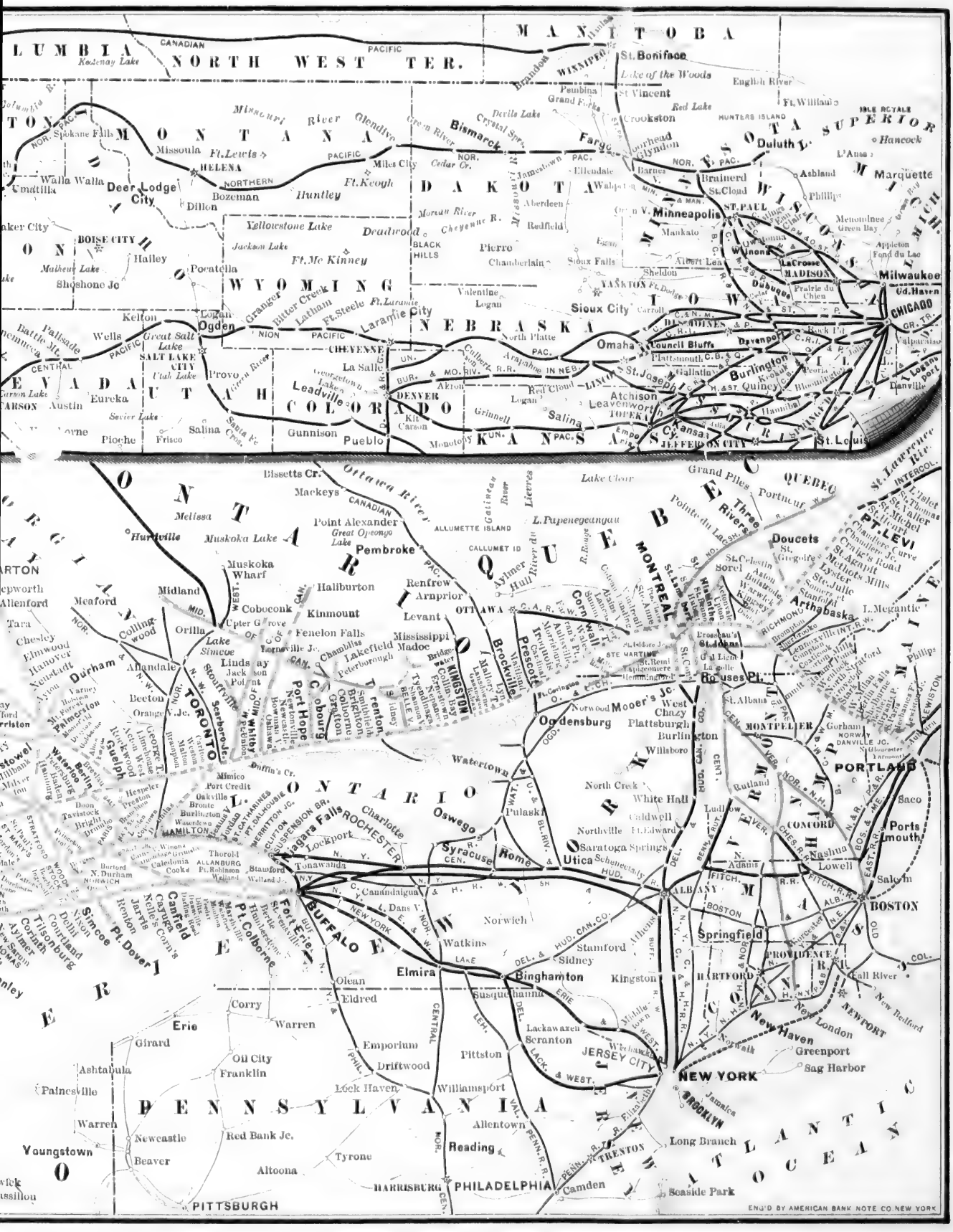

MAP OF THE
Grand Trunk Railway of Canada
THE GREAT INTERNATIONAL ROUTE BETWEEN THE EAST AND WEST
LAKE SUPERIOR
MICHIGAN
LAKE HURON
GEORGIAN BAY
LAKE ERIE
ONTARIO
BR. COLUMBIA
Kootenay Lake
VANCOUVER ISLAND
New Westminster
WASHINGTON
OLYMPIA
Tacoma
Tenino
Carbonado
Kalama
Portland
Columbia R.
Walla Walla
Deer Lodge
Spokane Falls
Ainsworth
Wallula Jc.
Umatilla
O. R. W. & N. CO.
SALEM
Baker City
OREGON
BOISE CITY
Oakland
Leland
Harney Lake
Malheur Lake
Shoshone Jc
Klamath Lake
Redding
Tehama
Chico
Reno
Carson Lake
CARSON
Austin
Eureka
Sevier Lake
Pioche
Winnemucca
Battle Mt.
Pallsade
Wells
Tyrannid L.
Williams
Davis
Lathrop
SAN FRANCISCO
PACIFIC OCEAN
CALIFORNIA
OREGON
CENTRAL
PACIFIC
SALT
L'Anse
Negaunee
Marquette
Ontonagon
Ste. Marie
Felch Mountain
Escanaba
Ford River
Spalding
Menominee
Green Bay
Two Rivers
Manitowoc
Sheboygan
Manistee
Ludington
Pentwater
White Cloud
Muskegon
Spring Lake
MILWAUKEE
Racine
Ferrysburg
GRAND HAVEN
Kenosha
Waukegan
CHICAGO
Chicago
Joliet
Wellsboro
La Crosse
Monon
Peru
Wabash
Logansport
Denver
St. Louis
Ft. Wayne
Delphos
Lima
Carey
Fostoria
Tiffin
TOLEDO
Sandusky
CLEVELAND
Grafton
Wellington
Shelby
Youngstown
Warwick
Massillon
Ashtabula
Painesville
Warren
DETROIT
Windsor
Chatham
Thamesville
Bothwell
Newbury
Wallaceburg
Glencoe
Ekfrid
Strathroy
Mt. Brydges
Wardsville
Komoka
Delaware
Lobo
Appin
Longwood
Petrolia
Sarnia
Mandaumin
Wyoming
Camlachie
Blackwell
Aberarder
Forrester
Thedford
Park Hill
Ailsa Craig
Centralia
Exeter
Hensall
Kippen
Brucefield
Clinton
Goderich
Holmesville
Londesborough
Blyth
Belgrave
Wingham
Harriston
Clifford
Mildmay
Walkerton
Dunkeld
Cargill
Pinkerton
Paisley
Elmwood
Chesley
Tara
Allenford
Hepworth
WIARTON
Meaford
Durham
Owen Sound
Collingwood
Orangeville
Becton
Georgetown
Guelph
Waterloo
Berlin
Listowel
Milverton
Mitchell
Seaforth
Dublin
Stratford
St. Marys
Woodstock
Tavistock
Brantford
Paris
Hamilton
Burford
N. Durham
NORWICH
Tilsonburg
Courtland
Delhi
Simcoe
Port Dover
Port Stanley
Aylmer
Corinth
Payne
Barrpds
Middletown
Leamington
Kingsville
Harrow
Amherstburg
Essex
Ridgeway
Fort Erie
Niagara Falls
Welland
Port Colborne
Dunnville
Caledonia
Hagersville
Jarvis
Nelles Cor.
Lemon
Girard
Ashtabula
Painesville
Warren
Youngstown
Wellington
Warwick
Massillon
Shelby
Grafton
Sandusky
CLEVELAND
TOLEDO
DETROIT
Windsor
Chatham
Thamesville
Bothwell
Newbury


MANITOBA
BRITISH COLUMBIA
NORTH WEST TER.
CANADIAN PACIFIC
Kootenay Lake
St. Boniface
Lake of the Woods
English River
Pembina
St Vincent
Grand Forks
Red Lake
Ft. William
HUNTERS ISLAND
ISLE ROYALE
LAKE SUPERIOR
Hancock
Duluth
L'Anse
Marquette
Crookston
Brainerd
St. Cloud
Ashland
Phillips
Menominee
Green Bay
Appleton
Fond du Lac
Milwaukee
Od. Haven
CHICAGO
Rock Isl.
Galesburg
Peoria
Bloomington
Quincy
Hannibal
Springfield
Jacksonville
Alton
St. Louis
Missouri River
Minnesota River
Devils Lake
Crystal Spr.
Bismarck
Fargo
Glendive
Miles City
Cedar Cr.
Jamestown
Ellendale
Aberdeen
Redfield
Pierre
Chamberlain
Sioux Falls
Yankton
Sioux City
Omaha
Council Bluffs
Davenport
Dubuque
La Crosse
Winona
Minneapolis
ST. PAUL
Mankato
Albert Lea
Sheldon
Missoula
Ft. Lewis
HELENA
Walla Walla
Umatilla
Deer Lodge City
Bozeman
Dillon
Huntley
Ft. Keogh
Yellowstone Lake
Dradwood
Jackson Lake
Ft. Mc Kinney
BLACK HILLS
Morgan River
Cheyenne R.
Hailey
Pocatella
Shoshone Jc
Malheur Lake
BOISE CITY
WYOMING
Valentine
Logan
Ft. Steele
Ft. Laramie
Laramie City
Kelton
Logan
Ogden
Granger
Bitter Creek
Latham
Great Salt Lake
SALT LAKE CITY
Utah Lake
Provo
Eureka
Austin
Wells
Battle Mt.
Palisade
Humboldt
Carson Lake
CARSON
Sevier Lake
Salina
Pioche
Frisco
Gunnison
Pueblo
Cheyenne
La Salle
Georgetown
Leadville
DENVER
Akron
Kit Carson
Monotony
Arapahoe
Culbertson
Valley
North Platte
Red Cloud
Logan
Grinnell
Salina
Atchison
Leavenworth
TOPEKA
Emporia
Ft. Scott
Kansas City
JEFFERSON CITY
St. Joseph
Gallatin
Plattsmouth
Burlington
Keokuk
Quincy
Hannibal
Springfield
Jacksonville
Alton
St. Louis
Danville
Logansport
Lafayette
Terre Haute
Indianapolis
Richmond
Cincinnati
Louisville
Evansville
Vincennes
Cairo
Paducah
Memphis
Nashville
Chattanooga
Atlanta
Macon
Savannah
Charleston
Wilmington
Raleigh
Norfolk
Richmond
Lynchburg
Bristol
Knoxville
Asheville
Columbia
Augusta
Jacksonville
Tallahassee
Pensacola
Mobile
New Orleans
Vicksburg
Jackson
Meridian
Montgomery
Selma
Birmingham
Tuscaloosa
Huntsville
Decatur
Florence
Corinth
Jackson
Grenada
Yazoo City
Natchez
Baton Rouge
Houma
Galveston
Houston
Austin
San Antonio
Waco
Dallas
Fort Worth
Denison
Sherman
Paris
Texarkana
Little Rock
Pine Bluff
Hot Springs
Fort Smith
Van Buren
Springfield
Joplin
Kansas City
Sedalia
Jefferson City
St. Louis
Cape Girardeau
Bird's Point
Columbus
Hickman
Union City
Dyersburg
Jackson
Trenton
Humboldt
Brownsville
Memphis
Nashville
Clarksville
Hopkinsville
Bowling Green
Louisville
Frankfort
Lexington
Paris
Maysville
Ashland
Huntington
Charleston
Gauley Bridge
Hinton
Lewisburg
White Sulphur Springs
Covington
Clifton Forge
Lynchburg
Danville
Greensboro
Salisbury
Charlotte
Spartanburg
Greenville
Anderson
Abbeville
Augusta
Columbia
Camden
Florence
Darlington
Sumter
Kingstree
Georgetown
Charleston
Summerville
Beaufort
Port Royal
Savannah
Brunswick
Jesup
Waycross
Thomasville
Tallahassee
Quincy
Chattahoochee
Marianna
Pensacola
Milton
Mobile
Montgomery
Selma
Eufaula
Tuskegee
Opelika
Auburn
Columbus
Talladega
Anniston
Gadsden
Rome
Dalton
Chattanooga
Cleveland
Athens
Knoxville
Morristown
Bristol
Abingdon
Wytheville
Pulaski
Radford
Roanoke
Lynchburg
Bedford
Lexington
Staunton
Harrisonburg
Winchester
Martinsburg
Hagerstown
Frederick
Baltimore
Annapolis
Washington
Alexandria
Fredericksburg
Richmond
Petersburg
Norfolk
Portsmouth
Suffolk
Weldon
Rocky Mount
Wilson
Goldsboro
Kinston
New Bern
Morehead City
Wilmington
Fayetteville
Raleigh
Durham
Greensboro
Winston-Salem
Statesville
Hickory
Asheville
Morganton
Marion
Rutherfordton
Spindale
Forest City
Shelby
Gaffney
Union
Newberry
Greenwood
Laurens
Greenville
Anderson
Seneca
Walhalla
Pickens
Easley
Greenville
Spartanburg
Gaffney
Chester
Rock Hill
Camden
Sumter
Florence
Darlington
Marion
Dillon
Conway
Myrtle Beach
Georgetown
Charleston
Summerville
Walterboro

LINES OF GRAND TRUNK

Main Line—Portland, Me., to Detroit, Mich.....
Norway Branch—South Paris, Me., to Norway, Me
Lewiston Branch—Lewiston Junction, Me., to Lew
Quebec Branch—Point Levi, Que., to Richmond, Q
Three Rivers Branch—Arthabaska June., Que., to I
Champlain District—St. Lambert to Rouse's Po
Junction to Lachine.....
St. Isidore to Province Line.....
Montreal and Champlain Junction.....
Kingston Branch.....
Montreal Wharf.....
Buffalo to Goderich.....
Galt Branch—Waterloo, Ont., to Galt, Ont.....
Georgian Bay & Lake Erie Division—Port Dover,
ton, Ont.....
St. Mary's Branch—London, Ont., to St. Mary's, On
Great Western Junction Branch .....
Michigan Air Line Division—Ridgeway, Mich., to J

Total, Grand Trunk Division.....

LINES OF GREAT WESTERN

Niagara Falls to Windsor.....
Loop, between Main Line and Toronto Branch.....
Toronto Branch from Hamilton to Peter Street, To
Harrisburg to Guelph.....
Guelph Spur.....
Brantford Branch.....
Sarnia Branch, Komoka to end of Great Western
form, Sarnia.....
Petrolia Branch.....
Loop Line, Fort Erie to Glencoe.....
Allenburg Branch.....
Welland Railway.....
Wellington, Grey and Bruce R'y—Guelph to Southa
Palmerston to Kincardine.....
London & Port Stanley Railway.....
London, Huron & Bruce Railway.....
Brantford, Norfolk & Port Burwell Railway.....

Total, Great Western Division.....

LINES OF MIDLAND DIV

Midland to Port Hope.....
Lindsay to Whitby.....
Belleville to Peterboro.....
Toronto to Coboconk.....
Stouffville to Sutton.....
Lindsay to Haliburton .....
Millbrook to Lakefield.....
Total Mileage Grand Trunk System.. ...

LINES WORKING IN CONNECTION
TRUNK RAILWAY COMP

Chicago & Grand Trunk Railway—Fort Gratiot to C
Detroit, Grand Haven & Milwaukee Railway—Detro
North Shore Railway—Montreal to Quebec.....
Montreal and Sorel Railway—St. Lambert to Sorel
Canada Atlantic Railway—Ottawa to Coteau .....
Central Vermont R. R.—New London to St. Albans.
St. Albans to St. Johns.....
Bellows Falls to Essex Junction.....
Rouse's Point to Swanton Junction....
Waterloo to St. Johns ... .
Barre to Montpelier.....
So. Londonderry to Brattleboro.....
Magog to Waterloo.....
Ticonderoga to Leicester Junction.....
White River Junction to Boston via
Lowell.....

Grand Total .....

OF GRAND TRUNK DIVISION.

	MILES
Me., to Detroit, Mich	854.0
th Paris, Me., to Norway, Me	1.5
wiston Junction, Me., to Lewiston, Me	5.5
t Levi, Que., to Richmond, Que	89.7
-Arthabaska Junc., Que., to Doucett's, Que.	35.2
St. Lambert to Rouse's Point, Lachine hine	73.5
e Line	
lain Junction	62.2
	2.2
	2.0
	162.0
o, Ont., to Galt, Ont	14.5
e Erie Division—Port Dover, Ont., to Wiar-	171.5
ondon, Ont., to St. Mary's, Ont	22.0
on Branch	2.5
ision—Ridgeway, Mich., to Jackson, Mich.	106.5
l Trunk Division	1604.8

OF GREAT WESTERN DIVISION.

sor	229.38
ine and Toronto Branch	0.25
Hamilton to Peter Street, Toronto	38.50
	27.25
	1.73
	8.00
a to end of Great Western Station plat-	50.85
	4.75
o Glencoe	145.50
	8.32
	14.83
Bruce R'y—Guelph to Southampton	101.75
ine	66.60
Railway	23.66
ce Railway	63.89
Port Burwell Railway	34.74
Western Division	825.00

ES OF MIDLAND DIVISION.

	472.5
Grand Trunk System	2902.3

ING IN CONNECTION WITH GRAND UNK RAILWAY COMPANY.

k Railway—Fort Gratiot to Chicago	335.0
& Milwaukee Railway—Detroit to Grand Haven	189.0
Montreal to Quebec	219.0
lway—St. Lambert to Sorel	45.5
y—Ottawa to Coteau	79.0
—New London to St. Albans	305.0
to St. Johns	43.0
alls to Essex Junction	128.0
oint to Swanton Junction	18.0
o St. Johns	43.0
Montpelier	8.0
nderry to Brattleboro	36.0
Waterloo	23.0
ga to Leicester Junction	16.0
ver Junction to Boston via Concord and ll	145.0
	765.0
	4534.8

It controls the Vermont Central line to Boston and New London, connecting with the New England ystem. By a branch to Rouse's Point it connects ith the New York roads; and by a branch to Dundee is reaching out to the system of Western New York. Coteau a little west of Montreal, it has a branch to tawa; at Belleville it branches out into the Midland stem running to Georgian Bay on Lake Huron with veral sub-branches. At Toronto it has annexed the Great Western system of roads of which the most important termini are Detroit, Buffalo and Niagara Falls. At London it spreads out into a net work of roads touching the lakes, north, south and west, at many points, and connecting at Buffalo eastwards with the great roads of New York and Pennsylvania. From Port Huron it has built the Chicago and Grand Trunk Railway by which it reaches that most important city of the Western States, Chicago. It is an enormous system of railroads rather than a railway; and its manager has an important position among the railway kings of the continent.

The Canadian Pacific Railway.—This gigantic enterprise was a necessary corollary of the confederation of British America. It is also the shortest route across the continent and the one by the lowest passes of the Rocky Mountains, and lastly it is the road which opens up to the English emigrant the greatest amount of fertile land available for settlement at the least distance from his native country. This last consideration, at the time of a great outbreak of land hunger in the old world, gives a social importance to this railway equal to its commercial and political importance.

In 1871 the Dominion Government commenced the preliminary surveys. In 1872 the first charter was granted, and at the close of that year the ministry resigned and the charter fell through. The new ministry resolved to continue the enterprise as a government work. In 1878 a change occurred and

Sir John A. Macdonald again became premier. Parliament decided that it was advisable that the railway should be constructed by private enterprise, but in the meantime work was continued upon certain parts of the road. At last in 1880 a contract was entered into with the present company who assumed all the work done and undertook to complete the road by the year 1891.

From the first this railway was considered a national work and parliament gave large assistance to the company both in money and land.. It was stipulated that for twenty years no other railway should be chartered to run to the south or southeast, nor to within 15 miles of the international boundary. Otherwise the enterprise might have been strangled by United States lines and the efforts and sacrifices of the Canadian people would have been rendered fruitless. These sacrifices had been enormous and the country is still spending large sums, in many ways, to develope the vast resources of the great Northwestern Territory. The company set to work with amazing vigour, and now the road is open from a point 100 miles east of the head of Lake Superior to the summit of the Rocky Mountains far earlier than the date agreed upon. On the Pacific side it is built from Port Moody to Lytton, and is advancing rapidly to Kamloops. From Montreal the line is open (beyond Sudbury) 105 miles west of Lake Nipissing, and, by a branch, to Algoma on the north shore of Lake Huron. The intervening section on the north shore of Lake Superior is being pushed on rapidly and will probably be completed in twelve months.

Upon the least reflection it must be evident that an enterprise of such magnitude could not be dependent upon any other corporation, or have its policy controlled by any other railway which might possess the main issues of commerce. In short it could not be bottled up in the interior of the continent.

At Winnipeg, as a centre, all the interior roads

converge. A glance at the map will show that until the line north of Lake Superior is completed all communication in winter must be by way of St. Paul, Chicago, and Detroit through the peninsula of Ontario. Montreal, from its geographical position, is the centre and the ideally most direct and nearest point through which western traffic can pass to the sea-board. The Company made Montreal and Winnipeg therefore their chief centres of operation. But Toronto could not be ignored, first, because it is the political and business centre of the most populous and influential Province of the Dominion, and second, because during the summer season, until the road north of Lake Superior is finished, all the trade between Ontario and the North-west is most conveniently carried on by steamers connecting ports on Georgian Bay north of Toronto with the head of Lake Superior.

The Company therefore found it necessary to occupy Toronto and Detroit. A Canadian system of railways omitting Toronto would be like the play of Hamlet with Hamlet omitted. Consequently the road which they have built to connect Montreal and Ottawa with Toronto is open now to the public. To connect with Georgian Bay, the Toronto, Grey & Bruce system of roads was purchased, and thus a complete summer connection through Canadian territory with the far western Provinces was secured. Pending the completion of the road it was necessary to make the connection as complete in winter. For that purpose the Company purchased the Credit Valley Railway from Toronto to St. Thomas where it connects with the Canada Southern, and is now building a more direct line from Ingersoll on the Credit Valley road to Detroit and thus securing an independent winter connection with the plexus of roads south of the lakes which centre there, and providing an outlet for business from the western and south-western States by way of its Toronto and Montreal road.

In summer Montreal is the sea-board—there remains

now to consider the route of the great trans-continental line in winter. By the purchase of the South Eastern Railway, communication with all the New England ports was secured. But the people of Canada had made too many sacrifices to be content with any but a Canadian winter port. Therefore the Company are now building a line from West Farnham to Sherbrooke. There it will make friendly connection with the International Railway directly east (over the Ashburton surrender) to the New Brunswick roads—to the sea-board at St. Andrew's or St. John—or perhaps when the visions of its projectors are realised by the Great Short Line to the long wharf of America at Louisbourg, where nine hundred years ago the Northmen landed from their little vessels, and where fishing craft from western Europe congregated one hundred years before Champlain founded Quebec.

This is the main outline of a great idea which is on the eve of realisation. It has come gradually into the minds of the Canadian people. It is one worthy of their parentage. The dreams the fathers dreamed are waking realities to the children. These things are possible in a new country. There is no land-hunger. Every immigrant arriving, settling, and doing well pays the cost of a definite portion of the railway which carries him to his farm, feeds him while he is struggling and carries his surplus to market when he gets strong. This is a condition of things peculiar to a young country and which cannot occur where the land is already occupied. So long as the country opened up is fertile and easily obtainable by settlers all other questions are of minor importance. Great social questions are being worked out here without the aid of dynamite.

The main line, when finished, will be about 2,899 miles; the portion at present completed and operated is 2,105 miles, of which 144 miles is on the Government section from Port Moody eastward. The following is a summary of the total mileage of the

Canadian Pacific system and branches up to June, 1884: —

	Miles.	Miles.	Miles.
Eastern Division—Main line—			
Montreal to point beyond Sudbury...		470	
Branches—			
Brockville	45½		
Aylmer	7		
St. Jerome.....	11		
St. Lin	15		
St. Eustache.....	8		
Atlantic and North-West....	5½		
Algoma	96		
		188	658
Western Division—Main line—			
Nepigon to summit of Rockies.....		1,458	
Beyond summit		35	
Branches—			
Emerson	66½		
Pembina Mountain	102		
Gretna.....	14		
South-Western	51		
Stonewall	18		
Selkirk	22		
Emerson and West Lynn....	20½		
		294	1,787
Ontario Division—			
St. Thomas to Toronto (C.V.R.)	122		
Streetsville to Orangeville (C.V.R.)....	35		
Church's Falls to Elora (C.V.R.).....	27		
Owen Sound to Toronto (G.T. & B.)...	121		
Teeswater to Orangeville (G.T. & B.).	70		
Toronto to Smith's Falls (O. & Q.)....	211		
		586	586
Grand Total.....			3,031

Government Roads.—These roads are mostly in the east and extend from Halifax to Quebec with branches to Pictou and to St. John, under the name of the Intercolonial Railway. The Prince Edward Island

Railway runs throughout that island in its whole length. These two roads are worked by the Government. But certain other roads, important as links in uniting the various systems, have been subsidised, such as the International from Sherbrooke in Quebec eastward to the boundary line. A railway to connect the Canadian Pacific at Callander with the Ontario system at Gravenhurst and several minor lines with similar general objects have also been subsidized.

This necessarily short sketch must suffice. A study of any good railway map is the best method of learning the intricacies of the great railway system of Canada—a system as bold as the canal system and which shows that the statesmen of Canada of the last and present generation possess that most important qualification of all—faith in their country.

SCIENCE, LITERATURE AND ART.

Under the Confederation, by the provisions of the British North America Act, the subject of Education was referred to the separate Provinces. Each Province has its own system with its own Superintendent and Normal Schools, and even its own Colleges or Universities. These are in no way interfered with by the general government.

There are, however, some Dominion institutions which properly should be considered here, as dealing with scientific matters. During last year the Department of the Interior spent $57,837 on the

Geological Survey of Canada.—This survey was commenced in 1841, and, fortunately for the country, was placed under the care of an enthusiast in geological science, a gentleman of private means, trained to business, a Canadian, well known in after years Sir William Logan. Mr. A. Murray, who afterwards directed the survey of Newfoundland. was appointed assistant. Mr. T. Sterry Hunt, who had been trained

under Dr. Silliman, was appointed chemist and mineralogist; and, later, Mr. E. Billings, who had been trained for the Canadian Bar, but whose whole soul went out towards science, was made palæontologist. These men, all endowed with special natural abilities, and all enthusiasts in science, soon won for the Geological Survey of Canada a brilliant reputation throughout the scientific world. Since then, the field of work has widened and the modest grants of early days have been increased largely. The museum and the offices have been removed from Montreal to Ottawa where a large staff is engaged in inquiries which are now extended over all the natural sciences. The reports published contain a mine of information concerning the Natural History and Geology of the country, and the museum is one of the chief attractions of Ottawa.

Meteorological Service.—This is in the Department of the Minister of Marine, and upon it $42,294 were spent last year. The telegraph and signal stations along the coasts of the seas and lakes are worked by a numerous body of skilled men under the superintendence of Mr. Carpmael whose headquarters are at Toronto. Storm warnings and weather probabilities are posted in stated places all over the Dominion and, as the telegraph stations extend across the continent, the information is most valuable to the community. Mr. Carpmael is also Director of the *Magnetical Observatories* in the same ministerial Department, upon which government spent $9,696 last year. The chief observatories are at Toronto, Montreal, Kingston, Quebec and St. John, N. B.

Royal Society of Canada.—This association originated in the mind of the Marquis of Lorne, who, during his administration, never ceased to interest himself in the intellectual and artistic advancement of the country. It was organized in four sections:—1st,

French Literature, History, and Archæology; 2nd, English Literature, History, and Archæology; 3rd, Mathematical, Chemical and Physical Sciences; 4th, Geological and Biological Sciences. Each section has twenty members, including a President, Vice-President and Secretary. A President, Vice-President and Secretary are also elected for the Society. The first members were nominated by Lord Lorne and the first meeting was held in May, 1882. Meetings are held annually, when papers are read and elections held for officers, and for new members when vacancies occur. The Society has published a large quarto volume of transactions.

Royal Canadian Academy of Arts.—If the Marquis of Lorne has left in the Royal Society of Canada a memento of his interest in the intellectual advancement of Canada; the artistic leanings of H. R. H. the Princess Louise have left their mark in the foundation of the Academy of Arts. It consists of 31 Academecians and 55 Associates; and embraces the Arts of Painting, Sculpture, Designing and Architecture. Under the supervision of the Council of the Academy annual exhibitions are held in the chief cities of the Dominion in rotation, where pictures painted during the previous year by Canadian artists are exhibited, and prices are affixed in the catalogue to those which are for sale. Several young Canadians now studying in Europe send pictures to these exhibitions. The President, Mr. L. R. O'Brien, is a painter in water-colours, whose works take probably the highest rank, and at Ottawa Mr. Harris' painting of the "Framers of the Confederation Act" will show what has been done in historical painting in oils. Mr. L. P. Hebert's statue of Sir George Cartier will answer for an instance of the best which can be done in sculpture, and Mr. Bourassa's frescos at Montreal may be taken as specimens of what has been done in religious art. These names are given not because there are no others of

equal merit, but because there are probably none of superior merit in each branch, and from their work a stranger may form a judgment as to the present state of art in Canada. There has been a marked advance since the institution of the Academy. A visitor will be able in passing through the cities to form his own ideas upon the state of Architectural Art.

Literature.—This subject is conveniently arranged under three heads English Literature, French Literature, both taken in a strict sense, and the Literature of Science. The peculiar circumstances of the two races in Canada have produced a remarkable difference in their literature. The English race, in close and incessant relation with England and the United States, has been oppressed in its literary effort by the weight of the great literatures of these two countries. The oft quoted sneer "who reads an American book?" shows how recently literature in the United States attained its majority. The same causes increasingly tend to depress native English literature in Canada, to which must be added the provincialism which necessarily clings to communities so recently united into one political organism—a provincialism not confined to the smaller provinces or to the less important politicians. From this it results that the English Canadians have not succeeded in establishing any magazine or review which has lived for any length of time, excepting such as are the organs of a political party or a religious denomination. Many promising attempts have been made but so far without success. Yet there is no dearth of good writers in Canada and many good works have been written in Law, Politics, History and Poetry, but they cannot be said to have won wide reputation abroad.

Under the head of French Literature more has been done in comparison. The French in Canada are the children of ante-revolutionary France, and a great gulf in thought and feeling separates them from the

France of to-day. Passionately attached to their language and religion their national existence found expression in their literature, which lived its life unshadowed by any influences from without. The education in the colleges, which are all under ecclesiastical management, has always been mainly literary and the French in Canada, besides being as a rule good speakers, have produced very many excellent works in history, fiction and poetry which have found acceptance in France, and have received merited praise from acknowledged literary authorities there. A few years ago the Academy of France awarded the Monthyon prize to a volume of Canadian poetry.

In the literature of Science the English Canadians have taken very high rank outside their own country. In Geology, Palæontology, Chemistry and the Natural Sciences generally the names of British Canadians are known not only in the United States and England, but on the continent of Europe, and their writings may be found in many foreign scientific periodicals. One cause of this strong tendency towards science is no doubt the practical character of the English Canadians, and another is the fact that the sciences in the English colleges are taught by laymen who have no other profession to divide their energies.

Music :—In speaking of the music of Canada, any reference to a generic or distinctive style must, of necessity, apply to the popular songs of the Province of Quebec. In no other part of the Dominion does the music differ from that found generally throughout the English speaking countries of North America; but among the French Canadians there exists a peculiar kind of composition known as *Chansons Populaires*, and closely related in form and spirit to the minstrelsy of Europe. These *Chansons*, or Songs, may be divided into two classes—those of foreign and those of native origin.

The songs of the first class, transplanted from Brit-

tany and Normandy, and other provinces of France, some two hundred years ago, or more, by the French missionaries and early settlers of Canada, retain, as a rule, the forms they then assumed. They belong to that common *genus* of minstrelsy, or folk-song, now so commonly heard in the north of Spain, in France, in some of the cantons of Switzerland, in Scotland, in Ireland and in Wales, the original melodies of which, it is generally believed, have descended from those Celtic hordes who invaded Northern Europe in the early ages of the Christian era. In connection with this minstrel music it may not be out of place to say that the peculiarities of rhythm and tonality which everywhere characterise it, exist, to a very considerable extent, in those genuine African melodies sung by the negroes of the Southern States; and did not the results of philological investigations render such a relationship, if not impossible, at any rate highly improbable, it might almost be claimed that these latter, also, belong to the great family of European folk-song.

The songs comprised in the second class—those of native origin—are, it is easy to perceive, but the natural outcome of a close familiarity with those of foreign growth. Both are the spontaneous, but rude and uncultivated expression of sincere, unaffected emotions and sentiments. Crudities and absurdities often appear in the verses, and irregularities and monotony in the melodies; yet, despite these serious defects, there is in these strange productions so much true poetic sentiment and so much tuneful energy, that their popularity with the people who sing them and the attraction they possess for the lover of research are easily accounted for.

Much might be said respecting the literary and poetical worth of the verses employed for these songs. The limits of this chapter, however, allow no reference to them. Mr. F. A. H. La Rue has contributed to the *Foyer Canadien*, (Quebec, Vol. I. 1863,

and Vol. III. 1865.) two interesting and comprehensive articles, entitled *Chansons Populaires et Historiques*, to which the curious reader is referred for further information. So little has been written on the subject that Mr. La Rue's researches are invaluable, while his manner of telling what he has discovered is singularly pleasing and conclusive.*

The chief peculiarities of the melodies of these native songs are, First: the manifest absence of musical knowledge on the part of those who invented them; Second: their irregular rhythm, scarcely a melody being without one or more interpolated bars in a different time from that of its general measure; Third: the musical modes employed, which in most cases ignore the "leading notes" of the modern scale, and frequently produce effects that are harsh and disagreeable to cultivated ears.

In melodic beauty these airs, as a class, do not compare favourably with the national airs of Scotland and Ireland, or even of Wales. Nevertheless, they have decided characteristics, and their robust vigour usually atones for any deficiency in beauty. There is about them the flavour of the woods, the lakes and streams, the hills, the valleys, the winter days, the summer nights. They portray with rare vividness the sports and pastimes, the family gatherings, the social usages, the religious ceremonies and feelings, in short the complete national life of the people. It would be impossible to find elsewhere so true a reflex of the habits and modes of thought of the French Canadian peasantry as these songs afford.

The boat-songs may almost be said to constitute a style distinct in itself. They are commonly written with alternate strains for a single voice and chorus, and the spirit, healthiness of tone, and actual grace-

* Nearly everything published relating to these national songs, in addition to the two Reviews by Mr. LaRue, may be found in the *Répertoire National*, the *Chansonnier des Colléges*, and Mr. Ernest Gagnon's collection of airs with words, *Chansons Populaires*, all Quebec publications.

fulness of the airs surpass those found in any of the other styles.

Although, as already intimated, these native songs have been inspired in part by those from over the seas, it is to Canadian life and Canadian scenery that they chiefly owe, not only their existence, but, also, their unquestioned superiority, in freedom of form and naturalness and breadth of expression, to their foreign relatives. The adventures of the chase, the perils of the rapid rivers, the grandeur of the lofty mountains, the unbroken silence of the impenetrable forests all awaken emotions that best find utterance in song. The emotions of a people like those among whom these remarkable songs are produced, ardent in temperament and susceptible in nature, must, necessarily, be strong and deep. To this fact, doubtless, we are indebted for many of these curious efforts to clothe in music and verse thoughts and feelings worthy, it may be, of a better guise.

Mr. LaRue, in one of the reviews already referred to, relates, among other interesting facts, the significant one, that several of these poems of undoubted French origin have, at various times, entirely disappeared from their native country, and, after a lapse of several decades, have been recognised in Canada by French travellers, and subsequently revived in their ancient home.

The discovery in one country of songs lost many years before by another is, in itself, no remarkable occurrence; but when the songs so discovered reflect, with the unequalled truthfulness and fidelity peculiar to themselves, customs and manners of a certain age of which they may be the only preserved record, the importance of the discovery and of its possible results is manifestly increased.

Following the thought to its fuller limit, in its connection with those singular lyrical productions which have formed the subject of this chapter it is not too much to say, that, in years to come, when the

faithful historian shall have gathered together the material for their true and completed story, we shall find that not the least interesting, nor, indeed, the least valuable page in the record of our national life will be furnished by the *Chansons Populaires* of the Province of Quebec. J. G.

POLITICAL DIVISIONS.

Having thus endeavoured to obtain a general view of the Dominion it will now be convenient to consider the provinces separately, commencing from the East. There are seven provinces, (Newfoundland has not seen fit to join the Confederation) viz.:

Nova Scotia, including Cape Breton.
New Brunswick.
Prince Edward Island.

These form what are commonly called the Maritime Provinces—formerly Acadia.

Quebec, including Anticosti and the Magdalen Islands.
Ontario.

These are known as old Canada, formerly Upper and Lower Canada, New France, or the Province of Quebec.

Manitoba.
British Columbia.

All these seven are provinces proper, and send representatives to the general Parliament at Ottawa. They have, of course, legislatures of their own, and their governors are nominated by the general Government at Ottawa. Besides these, there are the following territories all governed by one governor and council for the North-West, nominated by the Dominion Government:

Keewaydin, or Northwest Territory.
Assiniboia.
Saskatchewan.
Alberta.
Athabaska.

The last four extend from west of Manitoba to the Rocky Mountains. Keewaydin is not defined. Its boundaries in one direction are in dispute between Manitoba and Ontario.

COMPARATIVE TABLE OF THE SIZE OF THE GREAT LAKES OF THE WORLD.

	Length miles.	Brea'th miles.	Depth feet.	Elevat'n above sea.	Area in square miles.
Lake Superior...	460	170	800	600	31,500
" Michigan...	330	90	700	576	22,000
" Huron.....	260	110	700	574	21,000
" Erie.....	250	60	200	565	9,000
" Ontario....	180	60	600	235	6,400
" Winnipeg .	280	30	....	650	8,500
" Manitoba...	120	16	....	670	1,900
" Winnepegosis	120	17	....	692	1,936
" Ladoga, the largest lake in Europe....	....	....	....	....	6,190

Tables of Distances.		Statute miles.
Liverpool to	Straits of Belle Isle	2,234
"	Louisbourg, Cape Breton	2,708
"	Halifax, N. S	2,910
"	Quebec via Belle Isle	3,060
"	" St. Paul's	3,242
"	Montreal via Belle Isle	3,220
"	New York	3,563
Montreal to	Straits of Belle Isle	986
"	Ottawa, by rail	120
"	Toronto " "	333
"	Owen Sound, by rail	455
"	Niagara.... " "	415
"	Sault St. Marie, by water	1,000
"	" " via Toronto & Owen Sound	681

Montreal to	Port Arthur via Toronto & Owen Sound	987
"	Winnipeg " "	1,344
"	New York.....	400
"	Halifax via Intercolonial RR.....	847
Winnipeg to	Port Arthur.....	429
"	St. Paul's.....	410
"	Regina	356
"	Calgary	839
"	Stephen (summit of Rockies).....	960
"	Savona's Ferry, Kamloops.....	1,250
"	Port Moody, Pacific.....	1,465
Owen Sound to Port Arthur.....		530
By Ocean steamer embarking at Liverpool and landing at Montreal.....		3,220
By Inland steamer embarking at Montreal and landing at Port Arthur.....		1,278
By Canadian Pacific route, Montreal via Toronto and Owen Sound, to summit of Rockies.....		2,304
Montreal to Port Moody.....		2,893

ACADIA.

L'Acadie is the euphonious French name for the Maritime Provinces of Canada, now called Nova Scotia, New Brunswick and Prince Edward Island. The word is derived from a Micmac word *Cadie*, signifying a place of abundance, and, as used by the Indians, was always qualified by another word expressing the thing which there abounded. *Quoddy*, a word frequently met with in localities on the Bay of Fundy, is a Malicete form of the same word. In the charter for the settlement of the country, granted by Henry IV. to deMonts, it is styled *La Cadie*, and this name is not only historically proper, but conveniently applicable to all these provinces, for they are similar in climate, soil, productions and people. Such subtle differences in manner and appearance as may exist among the people can be distinguished only by one long resident in the country. Acadia is, in the true fitness of things, the proper place in the New World at which an Englishman should land. Nova Scotia, especially, is mildly American; and the transatlantic mind may there collect itself, after the sea voyage, before encountering the oppressive superiority of Boston, the cosmopolitan indifference of New York, or the exuberant metaphors of the irrepressible West.

The track across the ocean, which a steamship from Liverpool to Halifax follows, has been a highway for many centuries. Before William the Norman landed in England, while Canute the Dane was king, the ships of the Norsemen of Iceland and Greenland visited the waters of Acadia and coasted its shores. It was in the year 1000 that Leif Erikson landed in

Nova Scotia, (Markland he called it), probably near Cape Sable. After him, came Thorvald Erikson and Thorstein Erikson with his wife Gudrid; and then followed Gudrid again with her second husband Thorfinn, and Freydis; and in A. D. 1121 Bishop Erik Upsi and others, until, in 1347, the "Black Death" scourged the North and almost depopulated Norway, Iceland and Greenland. Thenceforth they ceased to be swarming hives of adventurous freebooters. But the geographical knowledge acquired was not lost; and when, in 1477, Columbus visited Iceland, the sagas still extant, in which the deeds of the old Norse sailors are recorded, had been written; and the traditions of Helluland, Markland and Vinland were in the memories of the older men.

The restless maritime energy of the Norsemen passed into the Normans of Dieppe and the Bretons of St. Malo; and especially into the Basques of Bayonne, St. Jean de Luz and St. Sebastian. These latter were the whalers of the fifteenth and sixteenth centuries and, in following the whales as they became scarce in the Bay of Biscay, out into their far ocean haunts, they came upon the Banks of Newfoundland, then as now teeming with fish. Jacques Cartier on his first voyage found a vessel from Rochelle on the coast of Newfoundland. She was looking for the harbour of Brest, a place then well known on the coast of Labrador at which Cartier also called. He found the coast named already until he came to Anticosti. Cabot, who first coasted the mainland of America in 1497, may well have been ante-dated by some of those daring whalers and fishermen who as early as 1504 are known to have thronged the harbours of Newfoundland and Labrador. Therefore, on the very earliest maps Newfoundland (supposed to be a group of islands) was called Baccalaos, the word for cod-fish in the Basque tongue, from whence it passed into Spanish, Portuguese and Italian.

Early in the 16th century the English took up the

whale fishery: but they had to employ Basques as harpooners, until they themselves acquired the requisite skill. They spent their energies in the Northern Seas, and named all the shores of Hudson's Bay and Davis' Straits and northwards with English names, in their vain endeavours to find a north-west passage to the Indies. Other Englishmen became great freebooters, like Drake, Hawkins and Cavendish, and fought the Spaniards in peace or war wherever they found them, in the West Indies or in the great South Sea. But the Spaniards and French chiefly worked the fisheries in these early days, and French and Spanish Basques caught whales in the Gulf of St. Lawrence as far up as Tadousac, and traded for furs long before Champlain's time, probably as far up the river as Hochelaga. Basque and French memories linger all round the coast, and bear witness to the present day to the maritime enterprise of cities whose glories have departed, and whose silent quays and empty warehouses tell of nations who were not equal to their opportunities.

In history it is the improbable which happens. The philosophy of history has many attractions. It is so easy to look backwards and demonstrate how everything necessarily happened just as it did. To look forward, however, and verify the philosophy by successful prophecy, is the true test of a science. He would have been a bold prophet who in the seventeenth century could have looked at a map of North America and prophesied that in 200 years it would be the greatest Anglo-Saxon country in the world. All Canada and Acadia were French. The French posts occupied all the Ohio valley. The Spaniards occupied Florida and claimed the Carolinas. The Dutch occupied New York. The Swedes occupied the Delaware. Only in Virginia and New England had the English race a footing. But they did the work which lay before them manfully, steadily and quietly, for if there were political weather pro-

phets then their vaticinations have not been preserved.

Acadia was colonised by the French. Before Champlain founded Quebec, he, or rather his companion Poutrincourt, founded Port Royal, now Annapolis, in Nova Scotia. The expedition sailed from Havre in 1604 under the command of deMonts, to whom Henry IV. had granted the privilege of trade. Champlain sailed with him—a brave and experienced captain, who had spent two years and a half in the West Indies and in Mexico, and had made a voyage to Tadousac and gone up the St. Lawrence as far as the present Montreal. He was indeed an acquisition to the expedition. They made land at Le Hève, which still bears that name, and coasted along, touching at Port Mouton, Cape Sable, St. Mary's Bay, Long Island, all names still clinging to these places. Then deMonts separated to explore another part of the Bay, and Champlain continued coasting until he entered the harbour, now Annapolis Basin. He called it Port Royal, for it was "one of the finest harbours he had seen in these lands." It was not until the following year that they settled there. The winter of 1604 was passed at St. Croix, an island a few miles above St. Andrew's, near the junction of the river St. Croix with the sea. In 1605 they crossed the Bay, settled at Port Royal, and Poutrincourt founded the first permanent settlement of Europeans on the Western Continent north of the Spanish fort at St. Augustine in Florida.

The romantic history of the French settlement cannot be given here in detail. Nor can we do more than allude to the remarkable characters who figure in this interesting though little known history of a remote colony; to Membertou the great sachem, to Poutrincourt, to d'Aulnay Charnissay, to La Tour and his heroic wife, to the Baron de St. Castine, the brilliant young officer who left his regiment in Canada and married the daughter of Madockawando

and became a great Indian sachem on the Bay of Fundy. Nor can we stop to relate how the English repeatedly plundered and sacked Port Royal; and how they claimed Acadia, sometimes as a part of Virginia, and sometimes as a part of Massachusetts. No matter what went on in Europe, there was seldom peace in America in those days. The kings of England, France and Spain granted charters and commissions, and made claims, which overlapped each other by many hundreds of miles. Nothing but confusion could follow, and the French and English and Indians harried each other without cessation. The French were still settled in different parts of Nova Scotia when James I. granted in 1621 the whole of Acadia to Sir William Alexander, in which charter the name Nova Scotia first appears. In 1625, Charles I. confirmed the grant, and added with impartial ignorance Anticosti, Nantucket, Martha's Vineyard, and parts of Canada. The only traces of his royal bounty now remaining are the Baronets of Nova Scotia and the imaginary claims of Earls of Stirling. This order of Knights Bannerets still exists in Old Scotland, a heritage of certain noble families. It possesses an escutcheon, motto, insignia and dress, but no land; and Nova Scotia knows nothing of them.

The English had taken Acadia and Quebec in 1629 but in 1632, by the treaty of St. Germain en Laye, both were restored to France. But in 1654, in a time of peace, the English Commonwealth, ruled by Cromwell, and the Massachussetts Commonwealth, again seized Acadia. Cromwell as Lord Protector granted it to Sir Thomas Temple and two others, but again it was restored to France by the treaty of Breda in 1667. In 1690, Sir William Phipps conquered it and Massachusetts claimed it under a charter of King William III.; then follows a confused and turbulent history of border feuds until in 1713 the whole of Acadia with the exception of Cape Breton was ceded by France to England. An English governor took

up his residence at Port Royal which thenceforth became Annapolis. Not long after, commenced the dispute as to the boundaries of Acadia, followed by the struggle for the Ohio valley, finally leading up to the conquest of Canada.

After the cession of Acadia in 1713 Cape Breton, or Isle Royale as it was then called, became of vital importance to France as the key of the Gulf of St. Lawrence, and consequently of Canada. Therefore Louisbourg was founded upon a magnificent harbour, and a fortress of the first class was erected there. The French monarchy devoted what strength it had to spare from its European schemes to Canada, Cape Breton and Louisiana. The English colonies, on the other hand, were very little thought of by their monarchs; but they possessed free self-governing legislatures, containing within themselves all the possibilities of growth. Thirty years later came the inevitable collision, and now the Islands of St. Pierre and Miquelon alone remain of all the magnificent empire of France in America.

The subsequent history of Acadia will be alluded to in the sketches of the several provinces. The name Nova Scotia now superseded the old French name. New Brunswick was the county of Sunbury, until 1784, when it was erected into a province under its present name. Cape Breton, in the same year was made a separate government, and in 1820 it was re-annexed. In 1784 also the Island of St. John was separated from Nova Scotia, and in 1799 the name was changed to Prince Edward Island, after the Duke of Kent who was much beloved by the settlers. There were several places called St. John in British America and much confusion resulted therefrom. The Acadian provinces from that period remained separated until united into the Dominion of Canada. After this sketch of the general history of Acadia it will be convenient to consider it under its four natu-

ral divisions, viz., Nova Scotia, Cape Breton, Prince Edward Island, and New Brunswick.

NOVA SCOTIA.

The peninsula of Nova Scotia is 275 miles long by 100 miles in breadth at its broadest part; but, to the length of the Province 100 miles must be added for the island of Cape Breton which belongs to it politically. The area of the entire province is 20,907 square miles. It presents to the ocean a bold and rocky front, studded with islands, and abounding with excellent harbours. Dividing the peninsula by the line of watershed running through its whole length at the centre, the south-eastern half, looking towards the Atlantic, is composed of Cambrian rocks, with intrusions of granite at Halifax, Shelburne and Musquodoboit; while the north-western half consists of Silurian and carboniferous strata edged on the shore of the Bay of Fundy by a bold and lofty ridge of trap rock 600 feet in height, on the inner side of which flows the Annapolis river. This remarkable border of protecting rock is called the North Mountain. On the opposite side of the river is the South Mountain running parallel. The portion of the peninsula which connects it with the rest of Acadia is divided by the Cobequid Mountains, 1,100 feet high, which separate the streams flowing into the Basin of Minas from those flowing into Northumberland Straits. The coast line is deeply indented with inlets so that no part of the province is distant more than 30 miles from the sea.

Soil.—The interior of the province along the dividing ridge is a broken country, and the south-eastern part, as a rule, is not adapted for farming although it contains much good land. On the south-west side, however, the land is very rich. The valley of the Annapolis River and the land around the Basin of

Minas is proverbial for its fertility. The high tides of the Bay of Fundy have produced marsh soils of inexhaustible richness; for they bear with them an alluvium which renders manuring unnecessary. The land also on the Gulf of St. Lawrence side is good. The province abounds in lakes, none of them large, where good fishing is to be had. The Cobequid Mountains are clothed with forests which produce abundance of excellent timber. The energies of the Nova Scotians have always been directed rather to ship-building, fishing and mining, than to farming; although, from the western part of the province, there has always been a large export of agricultural products of all kinds.

Climate.—The climate of Nova Scotia is very congenial to old country settlers. It is not so cold in winter, or so warm in summer, as the rest of the Dominion. It is changeable according as the winds blow from the continent or from the sea. The wind from the south often comes loaded with vapour from the warm waters of the gulf stream, which condenses into fog along the coasts of the Atlantic and the Bay of Fundy. These fogs are not enjoyed by the Canadians of the inland provinces, but the fresh complexions of the Acadians bear witness that they are conducive to health. Ponce-de-Leon, instead of searching for the fountain of youth among the lean and wrinkled alligators of the tepid morasses of Florida, should have looked further north. A dip into a cool fog in the summer and a diet of succulent oysters, pugnacious lobsters and nutritious codfish, is the nearest thing which the world affords to the fountain of rejuvenescence. There is more rain in the Acadian provinces than in Canada owing to the proximity of the ocean. In the south-western part of the Province sheep are pastured out all the winter.

Minerals.—Nova Scotia abounds in valuable minerals. In the Cambrian, all along the Atlantic coast,

gold is found in considerable quantity. During the last year the export of gold from Nova Scotia mines amounted to $279,735. Gypsum is largely mined. The export last year to the United States amounted to 138,081 tons. Iron is abundant and the ores are of superior quality.

Coal.—The coal fields of Pictou and Cumberland are very well known. In the latter section the Springhill coal mine is reached by the Intercolonial Railway. The coal field of the Pictou district has been long and extensively worked. The two main seams of the Acadia mines give a thickness of 18 feet and 11 feet respectively of good coal. At the Albion mines a section of the main seam gave 36¾ feet of coal including a thickness of twenty three inches of interstratified beds of ironstone, and a section of the deep seam gave 18¼ feet of good coal. The larger portion of the coal raised is consumed in the Dominion. During the year ending June 30, 1883, however, the exports to foreign countries amounted to 216,805 tons from the whole province of Nova Scotia, including Cape Breton. The known productive coal fields of Nova Scotia cover an area of 685 square miles. The Nova Scotia coals are much esteemed for gas purposes and were it not for the heavy tariff would be (as they were formerly) used in the United States to a very much greater extent.

The whole of the mines of the province were in 1826 leased by the Crown to the Duke of York, who transferred the lease the following year to the General Mining Association of London. This corporation worked the coal mines of Pictou and Cape Breton for many years, but disputes arose between it and the Provincials until at last, in 1857, the Association gave up its claims to all unopened mines upon receiving an undisputed title to certain areas in the coal fields of Cape Breton, Pictou and Cumberland. New companies were then organized who work the mines, now

under Provincial laws. All the coal of Nova Scotia is bituminous. Further particulars of these coal areas will be found under the notices of the respective localities. There are things to be seen in the mines of this province which cannot be seen elsewhere in the world. Sir Charles Lyell crossed the sea twice, mainly for the purpose of visiting them, and in his "Student's Elements of Geology," chapters 23 and 24 show what an important position the coal measures of Nova Scotia hold in the domain of science.

Gold.—That half of the Peninsula of Nova Scotia which faces to the Atlantic is, as has been stated Cambrian with large areas of granite. In this section, throughout its whole area of about 6,500 square miles, numerous lodes of gold-bearing rocks have been found. The gold occurs in quartz veins in the Cambrian strata. When the auriferous nature of the rocks was discovered in 1860 there was great excitement which calmed down in time to a steady industry. As a general thing, however, this is not carried on by the most approved methods. The largest yield in any single year was in 1867, when 27,314 oz. of gold were extracted. Since then the product has varied. In 1883, it was 15,446 oz. Work is now carried on in about twenty different localities. The average yield per man per day was $2.84 in the whole of the mines worked during that year.

Iron.—Iron occurs in many places, but it is worked only at Londenderry and at New Glasgow. There it is found in an immense vein of ankerite 30 to 150 feet wide, holding brown hematite and extending for many miles. Last year the Steel Company took out 52,410 tons of ore.

Fisheries.—At the last census 24,636 men were employed in the fisheries in 755 vessels and 13,214 boats. The fish caught are cod, mackerel, herrings,

salmon, halibut, haddock. The product of canned lobsters for that year is given at 3,841,476 lbs. The value of the fisheries of the province was estimated for the year ending June, 1883, at $7,621,500.

Population.—The population of the entire province, including Cape Breton, is 440,572. Of this number 117,487 are Roman Catholics, 60,255 are Church of England, 112,477 are Presbyterian and 50,780 are Methodist. There are 41,219 Acadian French in the province and 40,065 of German descent; these last are mostly in Lunenburg county. The Scottish element preponderates in the remaining part of the population. Immigration to Nova Scotia has been very scanty, therefore of the total population 414,647 are colonial born.

Education.—Dalhousie College, at Halifax, is the chief institution of the province. Acadia College, at Horton, is connected with the Baptist denomination; King's College, at Windsor, is in connection with the Church of England. The Normal School is at Truro. The public schools are free. The number of public schools in operation last year was 1943, with 2011 teachers and 81,863 pupils, or 1 in 5 of the population.

HALIFAX.

The drum-beat of Britain, which, to adapt the eloquent words of Daniel Webster, once followed the morning round the world, ceases its proud roll at this city—the portal of the Dominion of Canada. For here is the last English garrison upon the Western Continent—kept here, we are carefully assured, not out of regard for any antiquated colonial prejudices, but solely because of the importance of Halifax to England as a naval station and a coaling depot. Let the English visitor, then, listen to the morning drum-beat and take a last look at the uniform of his country's

soldiers, for he will not hear the one or see the other again, if he follows the morning for very many thousands of miles, across the continent, and over the broad southern ocean, until he arrives at the island of Hong-Kong. At Halifax, however, he will be thoroughly at home. From the citadel, as on the Queen's ships of war in the harbour, the British flag still flies without the escutcheon of the younger Britain emblazoned upon it. The familiar uniforms will be seen on the streets and on the wharves. The people will not seem strange, and if, as is frequently the case, that favorite Haligonian dissipation, a regatta, is going on, he will see that, though colonial born, they have all the nautical instincts of the British race.

The city of Halifax was founded in 1749. It was the first permanent settlement of Englishmen in Nova Scotia; for, although there had been an English governor and an English garrison at Annapolis since 1713, and English fishermen frequented the coast and assembled in the harbours, there had been no serious attempt to colonise the country. The seat of government was then transferred to Halifax, and Governor Cornwallis, who came out in command with the first settlers, again called upon the Acadians to take the oath of allegiance to the British Government. The Acadians were very uneasy at the arrival of the English, and their deputies brought to Cornwallis an address, from 1000 persons, containing this very remarkable sentence, "What causes us all very great "pain, is the fact that the English wish to live "amongst us. This is the general sentiment of the "undersigned inhabitants." Seeing that the province had been an English possession for thirty-six years, such a sentiment, expressed to a British governor, did not promise a peaceful time for the new settlers. The Indians fully sympathised with the Acadians, and, as the English settlements spread along the coast to Lunenburg and Liverpool, the tomahawks and scalping knives of the savages found constant employment,

thus provoking an exasperation which resulted in the Acadian deportation and the punishment of the innocent with the guilty among the French inhabitants.

During the war which followed, Halifax grew rapidly. Here Wolfe's fleet assembled for the subjugation of Louisbourg and for the capture of Quebec. Then followed the American revolution, and troops and war-ships crowded the streets and harbour. When Howe was compelled to evacuate Boston in 1776 it was to Halifax he retired. His fleet and army made the little town very lively for a while. During the war of 1812–15 Halifax was again a centre of naval activity and, until recently, there were old residents who could remember the excitement when the Shannon towed the Chesapeake into the harbour as a prize, and broke the spell of success which seemed until then to attend the United States navy. Such times as these have happily passed away; but the dockyard, and the forts, and the citadel tell of the former years of bitterness and warfare.

The population of Halifax, inclusive of Dartmouth, is 40,340. It is essentially a maritime and commercial city, doing a large trade in the export mainly of products of the fisheries, of gypsum, coal, and lumber, and carrying on, by the ships owned there, a considerable foreign trade. In the year ending June, 1883, the imports were $7,206,885 and the exports $5,002,929. Since the completion of the Intercolonial Railway it has become the winter port of the Dominion. Manufactures are now springing up and, lately, a large sugar refinery has been established there. The city contains a large proportion of wealthy people. It is not so progressive as some of the other cities of the Dominion, for the fact of its being so important a military and naval station in past years has not been an unmixed advantage. Large expenditures for military purposes do not confer the lasting benefits which result from permanent productive investments, and

the attention of youth is apt to be drawn away from commercial enterprise.

The harbour is justly celebrated for its safety and commodiousness. Lying close to the great ocean highway, between Europe and America, it is admirably adapted for a port of call or a port of refuge. The inlet extends fifteen miles into the land. In front of the town the harbour is one mile across, and, beyond the narrows, Bedford Basin expands into a sheet of water ten square miles in extent where the largest ship may lie close to the shore. There is no bar at the mouth of the harbour. The average depth of water is eight to ten fathoms, and in its very shoalest part it is 24 feet deep at low water. The tide rises six feet, and the largest vessels can lie afloat at the wharves. It is accessible at all seasons of the year. The Cunard line, the first line of ocean steamers, was projected by a Haligonian, Sir Samuel Cunard, and here all the steamers touched during the early years of the enterprise. Regular lines of steamers sail for Bermuda and St. Thomas, connecting at the latter port with all the West Indian lines. Steamships of the Allan line for Liverpool and St. John's, Newfoundland, call here *en route* for Baltimore, Md., and Norfolk, Va. The Anchor line connects with St. John, N.F., and Glasgow. Then there are steamers for Boston and New York; for Sydney, Cape Breton; Canseau, N.S.; and Charlottetown, P.E.I.

The entrance to Halifax harbour upon a clear day is very striking. On the right is McNab's Island, and beyond it the eastern passage, not available for large vessels, guarded by Fort Clarence on the Dartmouth shore; on the left is a bold shore surmounted by York redoubt and the telegraph station. Then Point Pleasant with its charming park, the seaward point of the peninsula upon which the city is built, is seen in front. To the left of it runs the north-west arm and to the right is the harbour, with George's Island armed to the teeth in the centre of it, raking the

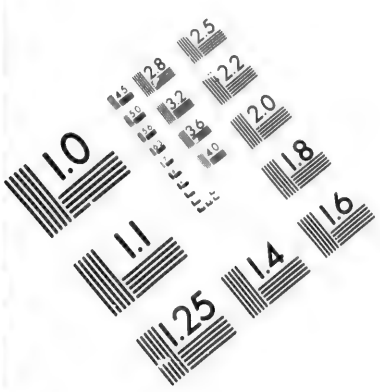
entrance. Above the city, which is built upon a rocky declivity sloping somewhat steeply down to the water's edge, is the citadel. Far up the harbour are the Narrows hiding the beautiful Bedford Basin, which suddenly expands its tranquil surface, securely land-locked and deep enough for men-of-war close to its shores.

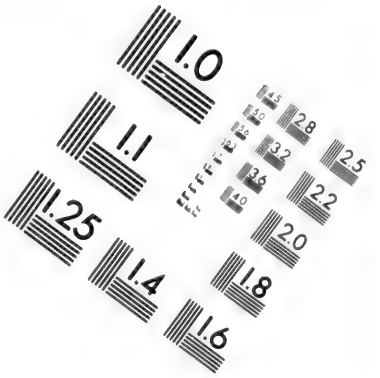
Visitors from the United States always inspect the citadel; from the old world, where citadels are plentiful, visitors are not so curious in that direction. The view, however, from the citadel, taking in as it does all the environs of Halifax, is well worth the attention of strangers. A drive round by the park at Point Pleasant and along the Northwest Arm should be taken. This is one of the most picturesque sheets of water in the Dominion. The villas on its shore and Melville island, in a pretty bay at its head, add to the general effect and make the drive very enjoyable.

Halifax is full of memories of the Duke of Kent, father of Queen Victoria. The site of the Prince's lodge on Bedford Basin is still pointed out; and he it was who laid the first stone of the citadel. The town is resonant with military and naval names; the Queen's Dockyard, the Admiral's House, the Artillery Barracks, the Ordnance Wharf, the Wellington Barracks, and the forts which protect the harbour give a martial character to Halifax which no other Canadian city besides Quebec possesses—but we can never forget that in Quebec the morning drum-beat of the Imperial isle is heard no more.

Dalhousie University is an important institution. It is unconnected with any religious body. There are seven professors in the faculty of arts and thirteen in that of medicine.

The Province Building is a handsome building containing the chambers of the Legislature, the library and the archives of the Province. The new Provin-





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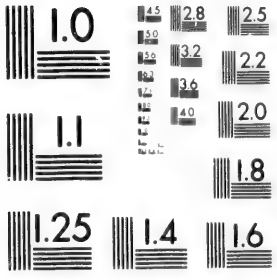
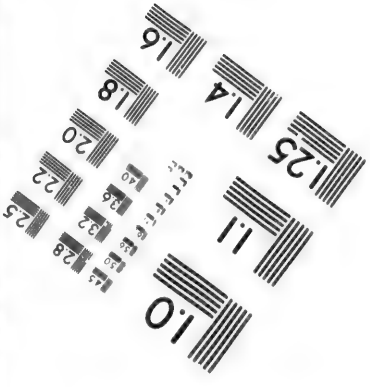
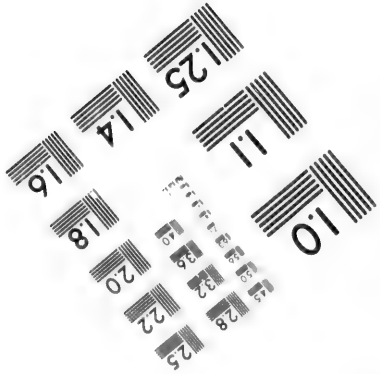






cial Building contains a museum where may be found a valuable collection to illustrate the resources and natural history of the Province. The Post Office is in the same building.

Halifax abounds in charitable institutions of all kinds and in churches, notable among which are St. Paul's church and St. Mary's cathedral. Here also are the seats of the Anglican Bishop and the Roman Archbishop of the Province.

Strangers interested in the question of food fishes will see a large variety at the Fish Market, and although such places are no where very inviting to the ordinary tourist, they are not overlooked by those who travel for information.

Beautiful drives and walks abound at Halifax. The Public Gardens on Spring Garden road are very well kept and are a pleasant refuge in summer from the heat. The Park at Point Pleasant possesses a singularly attractive site. The old Martello tower is a picturesque object.

Hotels.—The chief is the Halifax hotel in Hollis street. Near it is the International hotel. The Waverley hotel is an exceedingly good semi-private hotel but it is not large. It is very pleasantly situated.

Clubs.—The Halifax Club has a very well appointed club-house on Hollis street.

EXCURSIONS.

From Halifax by railway the traveller may proceed in four directions. 1st. To Windsor on the Basin of Minas, and down the Annapolis river to Yarmouth on the south-west; 2nd. To Truro, and thence to Pictou on Northumberland Strait, whence he may cross to Prince Edward Island; 3rd. By the same route as far as New Glasgow, whence he may branch off, on the

Eastern Extension Road, to the Gut of Canso, *en route* for Cape Breton; or 4th. Directly along the main line of the Intercolonial through New Brunswick to Quebec. On this route he may diverge at Moncton to St John.

TO YARMOUTH VIA WINDSOR.

The trains of the Windsor and Annapolis Railway leave the Intercolonial Railway Depôt. This line commences properly at Windsor Junction where the traveller will see for a little distance a piece of country, the hump of Nova Scotia, which will give an idea of what the world might have looked like after some great wash-out in primordial times. After ten miles of such land the country improves a little and the train passes near the Uniacke gold mines. At Newport large quarries of gypsum exist, and the annual export hence, mainly to the United States, is the chief business of the inhabitants. At last, after an uninteresting drive of 45 miles, the traveller arrives at

Windsor, a town of 3,019 inhabitants upon the Avon river. This is a beautiful place, or the contrary, according to the state of the tide; for here the visitor will meet the remarkable tides of the Bay of Fundy. He will have, if the tide is out, a thoroughly satisfying view of an amazing area of red fertilizing slime; and, if the tide is in, he will see one of the prettiest pieces of water in the country. He will realise here with Charles Dudley Warner how important water is in the make-up of a river.

Still Windsor is a pretty town and the country around it is fertile. It exports also much fertility to other soils in the gypsum which abounds in the neighbourhood. Here was born, and here died, Judge Haliburton, better known as "Sam Slick the Clockmaker," the author of many humorous books. Here

is situated the first college founded in the Province—King's College, with six professors, founded in 1788, under the patronage of the Archbishop of Canterbury. The professors must belong to the Anglican Church but no religious tests are required of the students.

The country around Windsor was settled very early by the French, but after the Acadian deportation their vacant lands were filled up by a population from Massachusetts and Rhode Island. Immediately around Windsor the land was granted to British officers and fortifications were erected which have crumbled away.

After leaving Windsor the train crosses the Avon upon a bridge, very costly on account of the stupendous tides of the river. For some distance the bank of the Avon is followed through a rich country abounding in gypsum and freestone. Falmouth and Hantsport are prosperous villages where shipbuilding is carried on to a considerable extent. After passing Horton the train crosses the Gaspereaux river and arrives at

Grand Pré.—This is the classic land of Evangeline—

"In the Acadian land, on the shores of the Basin of Minas,
Distant, secluded, still, the little village of Grand Pré
Lay in the fruitful valley. Vast meadows stretched to the eastward,
Giving the village its name, and pasture to flocks without number.
Dykes, that the hands of the farmers had raised with labour incessant,
Shut out the turbulent tides, but at certain seasons the flood-gates
Opened, and welcomed the sea to wander at will o'er the meadows.
West and south there were fields of flax, and orchards, and cornfields
Spreading afar and unfenced o'er the plain, and away to the northward
Blomidon rose."

The traveller may now verify the accuracy of the word-painting.

THE ACADIANS.

The object of the Poet's art is not so much to relate the exact truth as to tell a touching and beautiful story. Mr. Longfellow's "Evangeline" is an illustration of Bacon's adage that "the mixture of a lie doth always add pleasure." And so the dealings of the British Government with the Acadians have been exhibited to the world as a wanton and utterly unjustifiable outrage. To those Nova Scotians, of English descent, who have heard at their grandmothers' knee the story of the first settlers at Halifax and Dartmouth, the matter appears in a totally different light, as a stern and bitter necessity of a cruel war. Into this question we cannot enter, tempting though it be, and we would refer those who may wish to follow it up, to a volume published by the Nova Scotia Government in 1869. It is entitled "Selections from the Public Documents of the Province of Nova Scotia," by Thomas B. Aikens. In this excellently edited volume the documents themselves are allowed to tell the story. The notes are few and merely explanatory—mostly biographical. The poem of "Evangeline" is, however, a very beautiful one, and the descriptions of scenery are true to nature. The Acadians were very deeply attached to the soil of Nova Scotia, and many who were expatriated returned after their wanderings. Some of them settled in Gaspé, in Canada. The settlers who came from France to Canada were mostly Norman or Breton; but the Acadians were from the south-west—from Saintonge, Rochelle and adjacent places. In 1714 there were about 500 families in the province. In 1755 there were probably 8000 or 9000 Acadian French, of whom not more than 3000 were expatriated by the British Government. At present there are in Nova Scotia 41,219, in New Brunswick 56,635, and in Prince Edward Island 10,751 persons of French descent. They form a most valuable portion of the population.

Cheerful, contented, polite, and laborious, they are everywhere respected. They do not intermarry with the English, and, at some places such as Chezzetcook, they had until lately retained the peculiar dress of the peasantry of Old France. A study of some of these settlements, in the middle of an English community but with curé and notary of the old days and with manners, customs and religion so different, is interesting to a speculative politician. There is nothing in conservatism like it on this continent. The Acadians were strongly attached to the Roman Catholic Church, as they still are. They came of the same stock which, as Huguenots, so obstinately resisted the dragonnades of Louis XIV. But no question of religion caused the deportation by the English, for the Acadians enjoyed the most absolute freedom of worship. It was not in Acadia as in Canada. There were no schools nor colleges of any kind, and the people were very ignorant and entirely in the hands of their political leaders. Many of them were peaceable and harmless, but many would not even sell supplies to the English. At Grand Pré 1900 persons were collected by Colonel Winslow, a Massachusetts officer, who was in command. He burned the village—houses and barns, church and grist mills—and broke down the dykes. The troops on this service were all Massachusetts men of hard Puritan stock. They belonged to a regiment raised for special service in America. The men of the Acadians were collected separately and ordered to embark. This they refused to do without their families, but they were driven on board at the point of the bayonet in the sight of the weeping women and children. The women and children followed in other transports, and no care was taken that the families should be reunited. For this there could be no pretext of excuse.

That was in 1755. Twenty years later and the whole family of Winslow were hunted out of Massachusetts. Proscribed royalists, they shared the fate of the Acadian loyalists. Their own property was con-

fiscated or destroyed, and they had to make new homes upon the rocky shores of the St. John. The Winslow stock was the oldest and staunchest of the original Plymouth Rock settlement and had filled the highest offices in the Commonwealth. Many of them were rewarded by the British Government with grants and some with pensions, but the poor Acadians, scattered homeless and penniless through the English colonies among a race of alien tongue, found no sympathy from their heartless monarch or his frivolous courtiers. Every American loyalist had in King George III. a personal, sympathetic friend. If any one in the American colonies is at any time heard to speak slightingly of King George, he will turn out not to be colonial born.

Wolfville.—After leaving Grand Pré the train passes through Wolfville, where is situated the University of Acadia College, founded and supported by the Baptist denomination. Then the valley of the Cornwallis River is reached through a beautiful country. From Windsor, up the Cornwallis and down the Annapolis valleys, is the garden of Nova Scotia—rich in soil and mild in climate. The road now continues in the depression between the South and North Mountains, referred to elsewhere. At Kentville is a flourishing town of 3000 inhabitants, and a succession of pretty villages is passed until Bridgetown, on the Annapolis River, is reached, which is a place of some importance as the head of steamboat navigation on the river. If the tide is out, the tourist will not see any river. The water may be away down the bay, but it will come and make the valley look charming in its setting of parallel, hilly ranges; and, what is better, will float any vessels which may be sitting up waiting for it. One of the oddest sights to a stranger is to see a little steamer sitting up in the mud, blowing off steam and whistling with haste to get her freight aboard, as if she were going straightway overland, while there is

not water enough to float a chip. But in five minutes up it comes, and she is off. Passing down the left bank of the river the train arrives at

Annapolis, the ancient and venerable capital of Acadia—the oldest town [north of Florida] in America, and it would be difficult to find one prettier. The beauty and security of the situation struck the eye of Champlain—the clearest-headed Frenchman who ever trod the shores of the New World. It is the quietest, the most restful place which can be imagined—a very sanatorium for a shattered nervous system—quieter now than even 150 years ago when there was a garrison, sometimes French and sometimes English; and when the English were always burning out the French, excepting when the French were entrapping the English and the Micmacs were scalping them—quieter even than in the winter of 1606-07, when the clever, light-hearted Parisian lawyer, Lescarbot, and the Baron de Poutrincourt, and Hébert, the apothecary, who represented science, and Champlain, who organised the "*ordre de bon temps*," and their friends, Catholic and Huguenot, had such an excellent time in this Acadian "Forest of Arden." There was no scurvy there, for game was abundant, and the lively Frenchmen exhausted their culinary skill upon it—before the Cavaliers had founded Jamestown or the Puritan Fathers had set up their ecclesiastical tyranny, called by a vivid metaphor a "theocracy," at Salem. Then was "le bon vieux temps" of Henry IV., before the revocation of the Edict of Nantes had set Frenchmen at each others' throats in France. In Acadia, as in Canada, no man was ever molested in the name of religion. It was not quite upon the site of the town, however, that the first fort was built; it was on the opposite side, a little further down the Basin.

The town of Annapolis Royal contains 2,833 inhabitants. It is almost surrounded by water, for it is

built on a peninsula projecting into the basin which lies tranquil among the hills protected from all winds. The water is deep and the shores bold. The North Mountain range protects it from the fog and wind of the Bay of Fundy, and the opposing range protects it on the east. The fortifications still remain, picturesque and ruinous. Far up the valley are seen the dyked meadow-lands of the Acadians, and down, towards the south, the high lands round Digby are hazy in the distance.

The railway ends at Annapolis. It is to be continued round the Basin, 20 miles, to meet the Western Counties Railway at Digby, but meantime the traveller must take the steamer which makes a daily trip to that town. From Annapolis there is a regular steamer leaving for St. John, New Brunswick, upon alternate days (distance 45 miles). It is a very pleasant route. A weekly steamer leaves also for Boston. The short trip down the Basin is enjoyable.

Digby.—A town of 1,879 inhabitants, occupying a picturesque site opposite Digby Gut, which is the name of the narrow opening in the precipitous trap cliffs through which the tides rush in and out from the Bay of Fundy. It is a favourite summer resort, being free from fog and sheltered by the hills. This town has given its name to the celebrated Digby herrings.

The Western Counties Railway to Yarmouth runs along the coast of St. Mary's Bay through the township of Clare. This township is settled by Acadians who returned after their exile, and, finding their old locations on the Basin of Minas occupied, took up land here. It is a most characteristic community. Longfellow's description, in "Evangeline," will apply to them to-day as fully as it does to the Acadians of 120 years ago. This unchangeable conservatism is a phenomenon in the western world. After a run of 67

miles the train arrives at Yarmouth—the jumping-off place of Nova Scotia. The interior of the country is a hunting and fishing region—wild and studded with lakes. It is broken and unfit for farming.

Yarmouth is a city of 6,200 inhabitants—the most maritime town perhaps in the world; for it is doubtful whether a single person can be found there who is not, directly or indirectly, interested in a vessel. The instinct for maritime enterprise here amounts to genius, for, though the harbour is poor, the soil rocky and sterile, and there is no back country to depend upon, the people are rich and thriving by their foreign commerce. The tonnage owned in this small place amounts to 118,922 tons. There are 3,469 persons who are owners of shipping. Retired sea captains find here a paradise, for the proximity of the Gulf stream makes the weather very changeable, and speculation upon that subject is always in order.

FROM HALIFAX TO PICTOU

Travellers take the Intercolonial Railway, and at Truro the Pictou branch diverges from the main line. If all parts of Nova Scotia were as charming as the North West Arm or the Annapolis valley the effect would be too monotonous, and so, in going to Pictou, the æsthetic sense is allowed a short period of repose. There is nothing specially to remark upon until the train arrives at

Stellarton, forty miles from Truro. The Albion coal mines are reached at this station. The population of the place is 1,881, all connected in someway with the mines. Two miles further on is

New Glasgow. Population 2,595—engaged in manufacturing and shipbuilding. A Siemens' furnace, belonging to the Nova Scotia Steel Company, is at

work here making steel plates. There are also rolling mills and glass-works. The Nova Scotia Railway (formerly the Halifax and Cape Breton Railway) branches off here for Antigonish and the Gut of Canso. The train now continues along the East river (8 miles) until Pictou Landing is reached, from whence by ferry the traveller crosses to the opposite side of the harbour to the town of

Pictou. Population 3,403, is situated upon an inlet of Northumberland Strait into which three rivers—the East, the Middle, and the West rivers fall. It has by far the best harbour on the northern shore of Nova Scotia, sheltered and commodious—from five to nine fathoms deep and with 20 feet of water over the bar at low tide. Unlike the harbours of Halifax and St. John it freezes over in the winter. The coast is low, but the scenery up the valleys of the rivers is pretty, and the bathing on the beaches is good. There is much good farming land in the vicinity but, as the meadow lands on the opposite coast of the Province, were more inviting, the French never made any settlement here. It was first settled in 1767 by six families from Philadelphia, but the immigration which stamped a peculiar character on this part of the Province was the band of Highland Scotch which arrived in 1773. They landed in full highland array in kilts and with bagpipes in full blast. Never had the like been heard in Acadia. The Micmacs, who had previously been hanging round for scalps, fled, terror-struck at the sound, and from thenceforth gave no trouble to the settlers in those parts. The "medicine" of the bag-pipe subdued them. The immigration continued from Scotland and the great majority of the people are Scotch and Presbyterian. This energetic stock has made Pictou county one of the most productive farming counties in Nova Scotia. The town has made great progress in manufacturing, and does a coasting trade by vessels built and owned

there. Education is very carefully looked after, and with academy and schools and museum, and library and newspapers, the people of Pictou are admirably provided with educational facilities.

Steamers leave Pictou regularly for Charlottetown, P. E. I., for Port Hood in Cape Breton, and for the Magdalen Islands. The Gulf Port line of steamers to Quebec leave from here, touching at all the principal ports in the Gulf of St. Lawrence. Pictou is, however, chiefly remarkable as the outlet of one of the most important coal fields of Nova Scotia.

Pictou Coal Mines.—These mines first began to be worked in the year 1807. As explained elsewhere, in 1825 all the mines in the Province passed into the hands of the General Mining Association of London, which commenced in 1827 to raise coal on a large scale and with scientific appliances. This monopoly continued until 1856, when the Company abandoned all their claims and were allowed to select four square miles where they pleased. They chose the locality known as the Albion Mines at Stellarton, and eventually sold out to a new company called the Halifax Company.

The area of the coal field at Pictou is 35 miles, but the beds are so thick and so accessible that their importance is out of proportion to the area. At the Albion Mines there is a section of 2,450 feet of coal measures holding 100 feet of coal. The thickness of the seams of the lower group are as follows in order of depth:—34 ft. 7 in., 22 ft. 11 in., 5 ft. 7 in., 3 ft. 6 in., 3 ft. 3 in., 12 ft., 5 ft., 11 ft., 10 ft. There are sixteen seams known but these are the chief. It is the main seam of 34 feet which is generally worked. In the neighbourhood are also the extensive mines worked by the Intercolonial, Acadian and Vale Companies. The total sales of coals last year from the Pictou mines were 461,809 tons, of which 260,980 tons were consumed in the Dominion.

NEW GLASGOW TO THE GUT OF CANSO.

This is the usual route to Cape Breton. A train leaves New Glasgow on the arrival of the train from Halifax. The country is uninteresting, and has been only recently cleared. At Merigomish are mines of coal and iron. Forty-one miles from New Glasgow is

Antigonish, a thriving town of 3,500 inhabitants, nearly all Highland Scotch in nationality and Roman Catholic in religion. Here the tourist may enjoy the novelty of hearing sermons in Gaelic from the cathedral pulpit. Many of the older people speak no other language. Tall, strong people they are, and their village is one of the prettiest in Eastern Nova Scotia. The streets are clean and planted with shade-trees. The houses are tidy and bright. This town is a bishop's see, and all the saints who have it under charge are good old Scotch saints, without any Saxon mixture—St. Ninian, St. Columba and St. Margaret, Queen of Scotland. The large college is named after St. Francis Xavier, perhaps because the older saints were not so strong in scholarship as in the more useful arts of clearing up land and reducing a wilderness to order and civilization. The country around is an unfailing resort for hunting and fishing. The high land of Antigonish Mountain gives it variety. The harbour is shallow and at a distance from the village. Cattle, butter and gypsum are exported from this place. The road continues on through a thinly settled country to

Tracadie, an Acadian French village, situated in a fertile district. There is a monastery of fifty Trappist monks here, who are expert farmers. At 39 miles from Antigonish is

Mulgrave Wharf, on the Gut of Canso. Here is the ferry to the Island of Cape Breton.

HALIFAX TO QUEBEC BY THE INTERCOLONIAL RAILWAY.

For nine miles after leaving Halifax the railway skirts the shores of Bedford Basin. Completely land-locked and hidden from any but the most careful search it was, in old times, a noted haunt of buccaneers; and, to this day, it would not surprise any resident on its shores if Capt. Kidd's hidden treasure were dug up. This treasure is in several other harbours also on the coast. It is one of the myths cherished by this otherwise practical people. At Bedford the road turns inward to

Windsor Junction.—Here diverges the Windsor and Annapolis Railway. At

Shubenacadie, the river of that name is reached. In the early days of Halifax a canal was projected to connect this river, which falls into the Basin of Minas, with the Atlantic at Halifax. A very feasible scheme, if the cost had been provided for, because of the many intervening lakes; but it fell through. To the east is a broken country frequented by moose-hunters and anglers. The road continues through a good farming country, although from the cars it may seem rough, until it reaches

Truro.—Here the branch for Pictou diverges. This was an old Acadian settlement, and the dykes in the meadows date from the French times. It is the centre of a rich district, and possesses the attraction of being an educational centre as well, for the Provincial, Normal and Model schools are here. There are also many manufactures carried on, and these, added to the exceeding beauty of the site, make Truro the most important place after Halifax in the province. The town has a population of 3,463. It is situated at the head of Cobequid Bay, a part of the Basin of Minas. It is 62 miles from Halifax.

After leaving Truro the train begins the ascent of the Cobequid Mountains, following up the valley of the Folly River, which it crosses on a viaduct 600 feet long and 82 feet above the river, until the summit is reached at Folly Lake, 607 feet above the sea. At

Londonderry is a railway to the Acadia Iron Mines, where are situated the works of the Canada Steel Company, who have blast furnaces at work and who manufacture pig-iron, bar-iron, sheet-iron and nail-plates; also railway axles and wheels. There are several varieties of ore found, but that worked is chiefly *limonite*. From this point to

Folly Lake, or Folleigh (if there is time to spell it so), are the heaviest grades of the line. Long snow-sheds testify to the severe winter storms upon the mountains. The rock cuttings and the curves are numerous, but many glimpses of picturesque scenery may be had from the train. The Cobequid Mountains are 100 miles long and 10 miles wide. They rise to a height of 1,100 feet. The train now descends the northern slope. At

Springhill Junction branches off the road of the Cumberland Coal and Railway Company to Parrsboro', on the Basin of Minas. The mines are distant about five miles from the Intercolonial Railway. Three separate seams are being worked, and the present output is 1,200 tons a day. In the year 1883 the total output was 200,000 tons. The operations of the company have of late been largely extended. The three seams now being worked are of 13 feet, 11 feet and 11 feet respectively. In a width of 1,018 feet there are eight seams and an aggregate thickness of 62 feet of good workable coal. The analysis of the 13-foot seam is as follows:—Carbon, 78.51; hydrogen, 5·19; oxygen and nitrogen, 5.98; sulphur, 1·12; ash, 5·20. The coal used on the Intercolonial Railway is from this mine.

The owners are enlarging the works so as to attain an output of 2,000 tons a day. The area of the Cumberland coal field is 300 square miles.

From this point an excursion can be made to visit the celebrated Joggins section of the carboniferous series of rocks. The railway runs from Springhill Station to Parrsboro', on the Basin of Minas. There a party could easily arrange for a steamer to go along the coast, and the Intercolonial Railway could be reached again at Amherst without turning back upon the route to Quebec.

The South Joggins.—Sir Charles Lyell says the finest example in the world of a succession of fossil forests of the Carboniferous period laid open to view on a natural section, is that seen on the lofty cliffs called the South Joggins, bordering the Chiegnecto channel. Sir Charles visited them twice. They are abundantly illustrated in all his works and in Dr. Dawson's Acadian Geology. There is a continuous exposed section ten miles in length. Sir Charles counted nineteen seams of coal and he saw seventeen trees in an upright position, chiefly Sigillariæ, occurring at ten distinct levels, one above the other. The usual height of the trees was six to eight feet, but one trunk was twenty-five feet high. The action of the tides exposes new fossil trees from year to year and a continuous interest thus attaches to the locality. The whole ground is classic to geological science; and it would be as unpardonable in a geologist to omit a visit to the South Joggins as for an Egyptologist to go to Cairo without seeing the Pyramids.

Parrsboro', the terminus of the branch road, is a beautiful place. The scenery is most diversified. In the rear is the bold mountain country and to the south east is the Basin of Minas, bordered with beautiful meadows, and set in a distant circle of hills. Opposite is the bold cliff of Cape Blomidon, the northern end of

the barrier of trap rock which skirts the western shore of Nova Scotia—columnar trap resting on new red sandstone, itself worth a visit. The bold points of Cape Split and Cape d'Or are also visible—all contributing to form in one locality a total of geological attractions unequalled in the world.

Returning to the Intercolonial route; after leaving Springhill the train passes one station and arrives at

Maccan.—From this point stages run to the Chiegnecto coal mines and to the South Joggins. Travellers who wish to visit these places may reach them conveniently from this point. This is the usual point of stoppage for that purpose when a party is not made made up. Eight miles further is

Amherst—A flourishing town of 4,457 inhabitants, depending upon a rich farming country for its trade. The tourist who is fond of colonial history stops here to visit the ruins of Fort Cumberland and trace out the localities of many deeds of daring in the old days of struggle in the French and Indian wars.

Five miles after leaving Amherst the train crosses the little river Missiguash, the boundary between Nova Scotia and New Brunswick—a little stream very important in old colonial history and about which the French and English wrangled for thirty years. At the treaty of Utrecht, France ceded to England "that all Nova Scotia or Acadia comprehended within its ancient boundaries." The English expected and claimed L'Acadie as known in the French maps and books; but the French insisted that the peninsula of Nova Scotia alone was meant, and claimed this little river as the boundary of Canada. Commissioners had been appointed, under the treaty, to settle these boundary questions; but they did nothing but produce documents and write memoirs, and, at last, in 1750, M. de la Jonquière, the new Governor of Canada, sent down the Chevalier de la Corne with a

detachment who arrived in time to prevent from landing Major Lawrence, who had been sent with a detachment to occupy the head of the Bay. La Corne informed Lawrence that the Missiguash was the boundary, and, as war had not been declared, Lawrence landed south of the river and subsequently Fort Lawrence was built by him at the village of Beaubassin. The Abbé Laloutre, who was the evil genius of the Acadians, set fire to the church as the English entered the village. He had come down on his errand of mischief to lead the Acadians to their ruin, and he took this measure to force them to abandon their lands on the English side. La Corne erected Fort Beauséjour on his side and from that point as a centre, regardless of the reproaches of the Bishop of Quebec, the insubordinate and unscrupulous Laloutre carried on his political plots until he brought upon the Acadians their cruel fate. The ruins of these forts still exist. Fort Beauséjour was an important work, built for a garrison of 800 men and armed with 30 guns. The French had a continuous chain of forts from here to the St. John river. The English maintained a garrison of 600 men at Fort Lawrence until 1755, when they captured Fort Beauséjour. A few miles further on, the railway crosses a wide extent of rich marsh-land which, fertilized by the muddy tides of the Bay, produces enormous crops of hay. The first important station in New Brunswick is

Sackville.—This is a town of 4,882 inhabitants. Mount Alison College, a Wesleyan institution, with 200 students, is one of the most important educational establishments in the Province. Near here will be the outlet of the Bay Verte Canal, projected only as yet, to unite the Bay of Fundy with the Gulf of St. Lawrence. When it is remembered that the tides in the Gulf are ordinary ocean tides while those of the Bay rise sixty feet, the difficulty of the undertaking will suggest itself. A railway to Cape Tormentine, to con-

nect with a short ferry across Northumberland Straits, is nearly completed. The next station is Dorchester, an important town. Then follows

Memramcook—containing the large Roman Catholic College of St. Joseph, with 100 students, among a flourishing population of over 1,000 Acadian French. The next station is

Painsec Junction.—From here the tourist may go to St. John, to Quebec, or to Shediac. At Shediac the Gulf Ports steamers call, connecting with Pictou, N. S., with Miramichi and the Bay Chaleur ports, and with Quebec. There is also a daily steamer to Prince Edward Island. The next station is

Moncton.—This is the centre of the Intercolonial Railway system. It contains 5,032 inhabitants. A sugar refinery and a cotton mill with other factories are located here. These and the machine-shops of the railway are the life of the town. This is the place to witness the great tidal wave of the Bay of Fundy. At low tide nothing can be less interesting than the wide expanse of slippery red mud with a little stream trickling down, far off in the middle, which marks the bed of the Petitcodiac river. The tide comes in with a "bore," six feet high, and speedily rises to a height of seventy feet. Then, when the water comes, and the vessels which were lying over on their sides are straightened up and the banks are full, the river is a pretty sight enough; although one is always afraid that the water will suddenly run away again.

The tides of the Bay of Fundy are very remarkable. The tidal wave sweeping along the American coast to the north-east is caught in the broad funnel-shaped entrance to the Bay and compressed. As the opposite coasts draw together it increases in height and speed all the way up to the remotest points of Chignecto and Cobequid Bays. It attains a speed of six milesan

hour and a height of seventy feet. Into the narrows of the estuaries it rushes with a "bore" or foaming wave sweeping along with it a flood turbid with red mud.

From Moncton the road passes through a very uninteresting country until the Miramichi is reached. The coast is low and although large streams are crossed the road has been taken well inland to avoid bridging them at their estuaries. The Richibucto is an important river with a flourishing town at its mouth. The settlements are all upon the shore, and, although the land is good, the country from the train seems uninviting. Land requires to be more than good to tempt a New Brunswicker away from the charms of ships and saw-logs. They are a maritime people and love the water, of the sea first, and, failing that, of the rivers. At Chatham Junction there is a branch road to Chatham, but the main line goes to Newcastle, where it crosses the

Miramichi River, for there is no town or place called by this euphonious name. Miramichi is a generic name for the settlements upon the river. The road crosses the river above the forks. The length of each bridge is 1,200 feet. After crossing the north-west branch, the road turns off the main line by a siding into Newcastle. The two chief towns on the river are Newcastle and Chatham, between which a very active rivalry exists. Newcastle is a town of 4,209 inhabitants, it is at the head of deep water navigation. Chatham is the older settlement, it is on the opposite (south) side of the river six miles lower down. It has a population of 5,672. The business carried on is the same at all the towns of this coast. Lumbering, shipbuilding and fishing. Canning lobsters and salmon is an important industry.

The Miramichi River is 225 miles long. It falls into a wide bay—a very favourite fishing ground. The low coast extends out in spits of sandy soil, densely

wooded. It was at Miramichi Bay that Jacques Cartier first landed on Canadian soil, and the locality was a favourite one in early French times. In 1642 Basques were settled on the river, but they quarrelled with the Indians and were succeeded by French. An extensive concession was granted there to Nicholas Denys, Governor of Acadia, and he had his chief post on the Miramichi, with forts at Miscou and on the Gut of Canseau. The first establishment at Miscou was made in 1610.

This region became celebrated by the immense fire which raged over it in 1825. Newcastle was destroyed and a large number of the inhabitants ruined. Above 200 persons were supposed to have perished in the flames. Such a fire was never known before nor since. Over 8,000 square miles of forest were destroyed and $1,000,000 worth of property. The fire swept rapidly on, cracking and roaring along a blazing line of one hundred miles front. Many ran to the river and plunged to the neck in the water. Others sought refuge on rafts and logs. The roaring of the flames —the screams of the perishing—the cries of the animals—the volumes of smoke and sparks contributed to make up a scene of horror which no eye-witness could ever forget. The lumber from this region was exceedingly good. Masts and spars for the Royal Navy were exported thence in large numbers.

Chatham is the seat of a Roman Catholic bishop, and a large pile of ecclesiastical buildings form a leading feature of the town.

The Miramichi is the gateway to the sportsman's paradise—the forest wilderness of New Brunswick. From the fringe of settlement on the coast to the St. John River extends an immense unsettled territory permeated with streams and lakes, and everywhere, by short portages, accessible to light birch canoes. Beaver, moose, cariboo, lynx, sable, mink and bears inhabit this primitive wilderness, and the streams are

full of fish and abound with salmon in their season. The land in the valleys, when cleared, is exceedingly good farming land.

After passing three stations the train arrives at

Bathurst, a flourishing town of 4,806 inhabitants, formerly called Nepisiguit, a name still borne by one of the four streams which fall into the basin. This place was first settled by a Basque named Enault, who married an Indian woman, but, after clearing the land and raising cattle and starting a fishing and lumbering establishment, he was impolitic enough to have a misunderstanding with the lady's brother, who tomahawked him incontinently. There is a good business done at Bathurst, and the farmers around it are prosperous. The great falls of the Nepiseguit, 105 feet high, are distant 25 miles. This is a good place for boating, for bathing and for fishing. Altogether the most desirable spot for summer sport along the coast.

Miscou Island, the extreme north part of the province, was much dreaded in the adventurous old days before science exploded all the monsters, because of a female demon who resided there, up to whose waist the mast of a ship would scarcely reach, and who would pocket a stray Indian or Frenchman for an occasional meal; besides rendering the place unpleasant with terrific roaring. Is it not so written in the books of the early voyagers?

But a demon worse than the Scylla of Miscou lurks not far from here on the desolate sandy shore of Tracadie—a demon who baffles the power of nineteenth century science—

> "The nightmare life in death is she
> That thicks men's blood with cold"—

the demon of leprosy—the true leprosy of the white shining spot and decaying limbs. Its origin is obscure, but it would seem to have originated about

1758 when a French vessel, which had been in the Levant trade, was stranded near the Miramichi. The sailors were hospitably treated by the poor fishermen, and shortly after this dreadful plague appeared. Many died, and the people fled to other places along the coast. In process of time the disease appeared at Caraquet, Tracadie and elsewhere, until, in 1817, the death of Marie Landry drew the attention of the government to the subject. But it was not until 1844 that a law was enacted under which all the unfortunate lepers were collected at one place, Sheldrake Island, at the mouth of the Miramichi. From thence the establishment was moved to Tracadie. Everyone found touched with this fell disease was sent there. Forcibly separated from house and home, from parent, wife, or child, what horrible anguish must have torn many a heart on joining that loathsome band of human beings in the lazaretto! And for many years they were uncared for—objects of terror to their fellow creatures—separated and accursed. At last, in 1858, application was made to the nuns of the Hotel-Dieu of Montreal. True spiritual daughters of Jeanne Mance, these devoted women feared nothing and shrank from nothing. They took charge of these poor desolate souls, they brought order and cleanliness into the lazaretto, they separated the sexes, they washed the bandages, they dressed the dropping limbs, and kindly and patiently, without a shudder of disgust, they still labour to solace these weary souls with the consolations of religion as well as by the kind offices of the hospital. The lazaretto is under the care of a superioress and eight nuns. A visitor in 1873 counted 23 patients, and it is beyond doubt that the disease is disappearing. All the inmates are French, and no doubt the practice of continually marrying "in and in," necessary in such small and separated communities, would intensify any disease which happened to take root among them.

At Bathurst the traveller comes out upon the Baie

des Chaleurs, so called by Jacques Cartier on account of the excessive heat he experienced there. The road now runs along the bay, which is 100 miles long, with a breadth of 20 to 30 miles.

Leaving Bathurst, the train crosses several large streams and passes five stations until it reaches

Dalhousie, a beautiful town of 2,353 inhabitants, situated on a commanding point overlooking the estuary of the Restigouche River. The harbour is excellent. It was in this estuary that Admiral Byron, in 1760, destroyed the French squadron which came out too late to relieve Quebec. The next station is

Campbellton, on the Restigouche River. Here the traveller will take leave of New Brunswick, for that river is the boundary of the Province of Quebec. It is the head of navigation on the Bay Chaleur, and here the steamers call from Quebec, Gaspé and the Bay Chaleur ports. It is very central for shooting excursions, is near many important salmon rivers, and is pleasant for driving or boating, or sailing or bathing. In short, it is a delightful summer resort, in proximity to much beautiful scenery.

Leaving Campbellton the train follows up the Restigouche until opposite the mouth of the Metapedia, when it crosses to follow the valley of the latter in its course through the mountains. The Restigouche is a noble stream, broad and deep—famous for salmon; draining an area of 6,000 square miles, with bold shores, and navigable for 130 miles further. It is crossed by a skew bridge over 1,000 feet long. The scenery at the junction of the river is very pretty. After crossing the bridge the train arrives at

Metapedia Station.—This is headquarters for salmon. Here is "Fraser's." What salmon-fisher has not heard of it? And there are pools belonging to that great institution where guests, who cannot afford to lease a

whole river, may try their luck. The road follows up the valley of the Metapedia to the summit of the divide of the St. Lawrence. Several streams fall into the Metapedia, notably the Assametquaghan and the Causapscal, and, as Fluellen would say, "there are salmons in all"—for was it not at the mouth of the latter euphoniously named river where H.R.H. the Princess Louise caught the 40-lb. salmon? No doubt the dinner earned that day by the quick eye and steady hand of the Royal lady surpassed the sumptuous feasts of Kensington Palace, for camping out in the clear mountain air, and exercise, and pretty scenery give a sauce not to be had from Crosse & Blackwell. Here also abideth the mosquito, no respecter of persons, a creature whose providential function it is to dwell at such places and become the one sole cause why the better-disposed Americans do not take to the woods permanently. The *raison d'être* of this mean sneak of a fly is to drive mankind into the thorny paths of civilization. The winding river, with its hundreds of rapids and falls; the beauty of the placid lake, which is its source near the summit; the abundance of fish; and the wildness of the scenery make this region a very paradise even if it be not quite cleared up. After leaving the banks of Lake Metapedia the road still rises until Lake Malfait is reached, which is at the summit, 750 feet above the St. Lawrence. Then the traveller will begin to see spread out before him the sea-like expanses of the River St. Lawrence, his ears will thenceforth be greeted with the sound of the French tongue, and the names of the stations will commemorate so many Saints that the *Acta Sanctorum* of the Bollandists in 54 volumes folio, with the continuation to date, would be required to enlighten an inquisitive stranger as to their merits.

The remaining stations of the road, until Quebec is reached, will be noticed in another place in the description of the Lower St. Lawrence.

Principal Dawson has prepared the following geological itinerary of the whole route.

NOTES ON THE GEOLOGY OF THE COUNTRY FROM HALIFAX TO MONTREAL.

At Halifax the geologist lands on the quartzites and slates of the Coast series or Gold series of Nova Scotia, believed to be of Lower Cambrian age. In the vicinity of Halifax it contains auriferous quartz mines, which are situated at Montagu and Waverley. At North West Arm and other places may be seen granite, which traverses these beds as thick dykes or intrusive masses, and produces contact metamorphism. At Waverley Mine, the obscure fossils named *Astropolithon* may be found in the quartzite.

At Windsor Junction, the branch to that place diverges (about forty miles). Windsor has excellent exposures of the fossiliferous Lower Carboniferous limestones, and of the great beds of gypsum, characteristic of that formation in Nova Scotia.

Beyond Gay's River, the railway enters into the carboniferous country, and in some places quarries in the Lower Carboniferous limestone may be seen near the road.

At and beyond Truro the railway traverses a portion of the Triassic red sandstone of Cobequid Bay. The sandstone may be seen in the cuttings, and the red colour of the soil is characteristic.

In approaching the Cobequid Hills, a more broken country and beds of grey sandstone and conglomerate indicate the Carboniferous beds, which here reappear from under the red sandstone.

At Londonderry Station the road enters on a belt of highly inclined slates of olive-grey and dark colours, which, at a little distance west of the line of railway, contain the large and productive veins of iron ore worked by the Steel Company of Canada. This vein or aggregation of veins is primarily of car-

bonate of iron and ankerite, with some specular iron, but has been changed in many places to a great depth into limonite, which is the ore principally worked.

Beyond this place the slates are seen to be pierced by great intrusive masses of red syenite and by dykes of diorite and diabase. At Wentworth Station these rocks are overlaid by dark-coloured shaly beds, holding fossils of the age of the Clinton or older part of the Upper Silurian. The grey slates holding the iron ore are obviously of greater age than this, but how much greater is uncertain. For reasons stated in "Acadian Geology," they are regarded by Dr. Dawson as Lower Silurian.

Crossing the Cobequid Hills, conglomerates are seen belonging to the southern edge of the Cumberland coal-field, on which the road now enters. At Springhill Station is a branch road leading to the mines of that name, the most important coal mines on the line of this railway.

At Maccan Station conveyances may be had to the celebrated South Joggins section, on the shore of Chiegnecto Bay, about 12 miles distant. To see this satisfactorily, the geologist should lodge at the Joggins Mines and spend two or three days on the shore. Details of the section will be found in "Acadian Geology."

From Maccan Station to Moncton the railway passes over carboniferous rocks, mostly of the lower members of that series. Near Dorchester there are good sections of the Millstone Grit formation, and at the Albert Mines, Hillsboro', the remarkable bituminous shales of the Lower Carboniferous, holding albertite and remains of fishes. This part of the railway also passes over some fine examples of the alluvial deposits of the Bay of Fundy, more especially the great marshes of Amherst and Sackville.

At Moncton, the railways from St. John on the one hand and Shediac on the other join the main line. By the first the traveller may visit the Huronian, Cam-

brian and Devonian rocks of St. John, and by the second and steamers from Pointe du Chêne, may reach the Permian and Triassic rocks of Prince Edward Island.

From Moncton to near Bathurst the railway passes over the low Carboniferous plain of Northern New Brunswick, showing scarcely anything of the underlying rocks.

Beyond Bathurst is the varied and interesting country of the Baie des Chaleurs and the Restigouche and Metapedia Rivers, of which it is possible only to note some of the more interesting features.

By stopping over at Dalhousie or Campbellton, or at the one place and proceeding to the other, the following localities may be visited:—At Cape Bon Ami, near Dalhousie, is a fine section of Upper Silurian shale and limestone, abounding in fossils, and alternating with very thick beds of dark-coloured dolerite. Apparently resting on these are beds of red porphyry and breccia, forming the base of the Erian or Devonian beds. On these, a little west of Campbellton, rest agglomerate and shale, rich in remains of fishes (*Cephalaspis*, *Coccosteus*, etc.,) and traversed by dykes of trap. Immediately above these are conglomerates and dark, hard shales, the latter full of remains of *Psilophyton* and *Arthrostigma*,—and at a sandstone quarry on the opposite side of the Restigouche are similar plants and great silicified trunks of *Prototaxites*. All these beds are Lower Erian.

At Scaumenac Bay, opposite Dalhousie, are magnificent cliffs of red conglomerate of the Lower Carboniferous, and, appearing from under these, are grey sandstones and shales of Upper Erian age. They contain many fossil fishes, especially of the genus *Pterichthys*, and also fossil ferns of the genera *Archæopteris* and *Cyclopteris* and of species characteristic elsewhere of the Upper Erian.

Beyond Campbellton and on the Metapedia River, the rocks exposed are principally slates or shales

with marked slaty structure, and of Upper Silurian age. Fine exposures of these are seen in the cuttings on the Metapedia. Fossils occur in calcareous bands associated with these slates.

Passing Lake Metapedia, at the head of the river of that name, the railway cuts through some limestone, probably of Hudson River age, and then passes into Lower Silurian, and probably in part Cambrian, shales, sandstones and conglomerates, of which the greater part are referred to the Quebec group. Crossing over these, the railway passes at a high level from the valley of the Metapedia to the River St. Lawrence, here 30 miles wide, and which breaks upon the view suddenly after leaving the Metis Station, the cuttings near which are in slates of the Quebec group. From this point the railway follows the strike of the Quebec group all the way to Levis, opposite Quebec.

On this line the conglomerates near Bic are especially worthy of notice, and are well seen in the cuttings. At Levis there are cuttings for a new connecting line of road near the village of Levis, and about a mile from the railway station, which expose some of the beds holding *Graptolites*. The citadel of Quebec affords a fine exposure of the Quebec group rocks, though without fossils, and a traveller who can stay over will find instructive sections at the Island of Orleans.

The Falls of Montmorenci, near Quebec, are of great beauty, and show in the gorges Utica shale resting on Laurentian gneiss, which at the Natural Steps above the falls is overlaid by Trenton limestone.

Half way between the city and the falls, at a mill in the village of Beauport, is a bank of shining boulder clay, overlaid by fossiliferous sand and gravel (Saxicava sand) rich in *Saxicava rugosa* and other shells. Clays with a somewhat richer fauna (Upper Leda Clay) occur in the bank of a brook a little farther from the road to the north.

From Quebec to Montreal, both the Grand Trunk

Railway and the North Shore Railway pass for the most part over a flat Lower Silurian country, with no exposures of importance. But the traveller who ascends the river by steamboat may see, after leaving Quebec, fine sections of the Quebec group, overlaid by Trenton limestone and this by Utica shale, which in many places forms high banks overlooking the river.

J. W. D.

CAPE BRETON.

This island has been the subject of many discussions among the historians of America (Americanists as they are sometimes called) because, if we are to give credit to a map, dated 1544, and stated to have been compiled by Sebastian Cabot, it was upon this island that Cabot landed in 1497. The land first sighted was called by Cabot "Primavista," and a large island near it he called St. John. This latter, by the same map, is identified easily as Prince Edward Island; while Primavista is Cape North, the most easterly point of Cape Breton Island—a very probable land-fall. It is difficult however, on a candid consideration of all the circumstances, to give full credence to this map; for it was engraved and published in Germany, away from the supervision of Cabot, who was then resident at Seville in Spain, and, moreover, it contains all the discoveries of Jacques Cartier and other navigators down to the date it bears. It is beyond doubt that it was drawn nearly fifty years after the discovery in question, and therefore, has not the authority of a contemporaneous map. Moreover, the time stated in Cabot's narrative as taken up in sailing from Primavista to St. John's Island is too short for the distance. We are, therefore, compelled to relinquish to Newfoundland the honour of priority of discovery, and to acquiesce in the commonly received theory that Bonavista is the Primavista of Cabot, and that, in the island near it still bearing the name Bacalieu, we

have a survival of the Baccalaos Island of the narrative. It is, however, very possible, as others maintain, that Cabot sighted Labrador first and that Belleisle is the island he named St. John. But, be this as it may, Cabot sailed along the whole coast from 56° to North Carolina, and upon this voyage the English in after years rested their title; although, at the time, they left it to Italian and Spanish writers to record the results of his voyage. The careful clerks of that day preserved a copy of the King's commission to Cabot, but we are left to gather the important facts of his voyage from other sources, and from a manuscript preserved at Bristol we learn that the first recorded European ship which touched the mainland of America was the Matthew, from Bristol, and manned by Bristol men.

As stated elsewhere, close in the wake of Cabot, if not indeed before him, came the French of Dieppe and St. Malo and the French and Spanish Basques. These latter named the island by the name it still bears after Cap Breton, near Bayonne, in their own country; for they seem to have preceded the French on these coasts. Their names clung to the best fishing localities. Sydney Harbour was called Baye des Espagnols, Grande Anse on the west coast Anse aux Basques, Cape Dauphin was Pointe des Basques. On the Labrador coast Bradore Bay was Baye des Espagnols, and Bay Chaleur was called Baye des Espagnols on the old maps. Port-au-Basque, in Newfoundland, is a great submarine cable station, and far up the St. Lawrence, past Tadousac, the name L'Echafaud-aux-Basques marks the place where they cured fish and boiled whale's blubber before Champlain's time.

All through the succeeding century French, Spaish, Portuguese and English fishermen visited Cape Breton, and used its harbours in summer. Strange to say, it was a neutral ground, no matter what wars were going on in Europe. The French preferred St. Anne's Bay; the English Louisbourg, which Charle-

voix calls Havre-aux-Anglais in his map, and the Spaniards, Sydney or Baye des Espagnols. About 1629-34 attempts at a French settlement were made without permanent success at St. Anne's Bay. Nicholas Denys, Sieur de Fronsac, was the first to settle on the island. He established a fort at St. Anne's and another at St. Peter's, thus commanding the whole island by means of the Bras d'Or Lake. He was made governor of the whole country up to Cape Rosier, at the mouth of the St. Lawrence, including the islands in the Gulf. He had forts also at Chedabuctou, on the Gut of Canseau, and at Miscou, at the mouth of Bay Chaleurs. He worked the coal beds at Sydney as early as 1677. He was a man of great intelligence and enterprise, and a firm believer in the country, in which he said "one could live as well as in France."

Denys' forts were destroyed by jealous rivals and his concession revoked. Little is heard of Cape Breton until 1711, when an enormous English fleet, under Sir Hovenden Walker, was sent out to attack Quebec, but was shattered by a storm and reassembled at Sydney Harbour. The sole feat which the admiral accomplished was the nailing up of a board on a tree with an inscription painted thereon in Latin to the effect that he took possession of the island in the name of Queen Anne In 1713, after the Treaty of Utrecht, the history of the island truly begins, for then it was confirmed to France with the right to fortify it. The English possessed Newfoundland and Nova Scotia, but France resolved upon making a Gibraltar in the West, for Cape Breton was the gateway to Canada.

After some hesitation, the French Government decided upon Havre-aux-Anglais as the location of their fortress, and changed its name to Louisbourg. The name of the island was also changed to Isle Royale. In 1720 the engineers commenced to build the fortifications, and the population of the town grew rapidly. The artificers and military thronged the place; the officers got concessions and started fish-

eries: many Acadians from Nova Scotia removed, and all the French from Placentia, in Newfoundland, settled there: the French Navy rendezvoused there: the Boston merchants traded there in open defiance of the Navigation laws, and Louisbourg soon became a power and a name in the western seas. Not only on the seas. The French had the most unbounded control of the Indian tribes from the Penobscot to Quebec. Through their Indian allies the colonization of Nova Scotia was prevented and the back settlements of Massachusetts terrorised, while the seaports of the same province were furnishing materials and supplies to the erection of the threatening fortress.

In 1744 war broke out between France and England, and the colonists began to feel the thorn which had been planted in their sides. Louisbourg had grown into a fortified place of the first order. No other fortress in the New World, not even Quebec, had attained such strength. But the French nation was not then what it had been. There were dissensions in the garrison—the servants of the King were more concerned in making fortunes for themselves than in the public welfare, and Bigot, the evil genius of the French in America, had his grasp, as Royal Intendant at Quebec, upon the resources of Canada.

The outbreak of the war drove all the New England fishermen off the seas, and Governor Shirley, of Massachusetts, saw the way open to carry out a scheme he had long meditated—the capture of Louisbourg. It was a daring project for a commercial community to measure swords with the French monarchy, and, alone and unassisted, to attack the stronghold of French military power. These were the men whom thirty years later the Earl of Sandwich in the House of Lords called "raw, undisciplined and *cowardly*." They were men familiar with danger in every form, excepting in the form they were preparing to encounter. The rocky shores and stormy seas of Northern America were not likely places to breed cowards—

nor were men likely to be cowards who all their lives had been accustomed to seize the rifle, which stood ready loaded behind each settler's door, at the sound of the Indian war-whoop which curdled the blood of a soldier accustomed only to the clang and fanfaronade of regular warfare. This enterprise was colonial: planned in colonial councils: officered by colonial officers: commanded by a colonial general, with a colonial commissariat, and paid for with colonial money. Ten regiments were raised in Massachusetts, Connecticut and New Hampshire; and the expedition consisting of 4,300 men started from Nantasket Roads in ninety transports. William Pepperell, a merchant of Kittery in New Hampshire, was commander. He was a man of wealth, amassed by trading and in the fisheries, a militia colonel, close on fifty years of age, with large enterprises on hand, which he cheerfully left at the request of his province. A naval force of 14 vessels, carrying 200 guns, all provincial, was sent with the expedition. As soon as the expedition had been sanctioned by the legislature Shirley sent to ask the co-operation of the British squadron in the West Indies; but Commodore Warren called a council of officers, which decided that no assistance could be given without orders from the Admiralty. This news arrived just as the expedition was sailing. Fortunately, while it was delayed at Canso waiting for the ice to clear off the coast, orders did arrive from the Admiralty, and Admiral Warren's squadron co-operated in the attack.

The siege lasted seven weeks. It was well for the provincial army that the British fleet co-operated, for one or two French men-of-war would have destroyed the colonial flotilla. When the colonists, after the surrender, saw the strength of the place from the inside, they wondered at their success. They had to garrison it until the next year, when two royal regiments arrived from Gibraltar, and Pepperell (who had become Sir William Pepperell) went back to his store

at Kittery. From thence his grandson was driven into exile by the "Sons of Liberty" at the Revolution, and the great estates of the family were confiscated. His other descendants fell into poverty and distress.

The surrender of Louisbourg to a provincial expedition wounded the French Government deeply, and an expedition was sent out consisting of eleven ships of the line, thirty frigates and thirty transports with 3,150 soldiers. To the defeat of this armament every force in Nature seemed to contribute. Yet it was full of promise. The Acadians were disaffected: the Indians hostile to the English and a large force from Canada was to co-operate: Louisbourg was to be retaken, Acadia reconquered and Boston destroyed. Not even the Spanish armada met with such reverses. The fleet was dispersed by violent storms. Some of the transports were wrecked on Sable Island; others were driven to the West Indies. The place of rendezvous was Chebucto, now Halifax, and as the shattered expeditionary forces began to assemble the Duc d'Anville, the commander, was struck down with apoplexy. During the long voyage fever had broken out, and 1,200 men had died on the passage. It raged among the fleet assembled at Chebucto. The shores of Bedford Basin were lined with hospital tents. The vice-admiral ran himself through with his sword in the delirium of fever. The returning vessels were again scattered by storms, and many fell into the hands of the English.

To the amazement of the colonists, Louisbourg was given back to the French crown at the peace of Aix-la-Chapelle. The French arrived in 1749, and at once began to strengthen the defences in every way. The island again became a centre of agitation and disturbance for Acadia, and much of its history has been related elsewhere. The peace was a hollow one, and in 1756 war broke out again. Halifax became, in 1758, the rendezvous of an expedition greater and far more fortunate than that of d'Anville. The names of

Amherst and Wolfe now appear first in American annals. The particulars of the siege are related in all the histories. Louisbourg fell once more; after a long siege and a gallant defence. Here Wolfe distinguished himself, gained the rank of major-general and won the distinction, fatal to himself though glorious to his country, of being appointed to command the army which conquered at Quebec in the following year.

The history of Cape Breton henceforth loses its interest. For a time it was a separate government, then it was united to the Province of Nova Scotia. Louisbourg was dismantled, the fortifications were blown up, and now it is easy to trace their contour among the grassy mounds of its deserted site. Yet, as the harbour of Louisbourg is the only one in the island which does not freeze in winter, upon the completion of the new short line to Europe this Carthage of Canadian history may once more, under the rule of the children of both the combatants, wake up to a life of nobler enterprise and to a career of success in the peaceful rivalry of commerce.

Area.—The Island of Cape Breton is 110 miles long by 80 in breadth. It extends over an area of 4,375 square miles. Not only is it indented by many harbours on its exterior coast, but it is penetrated throughout by the sea, which forms a beautiful sheet of water in the heart of the island covering an area of 450 square miles. The country is exceedingly diversified. The Bras d'Or divides it into two parts; of which that to the north is largely composed of a table land 1,000 feet in height, with bold cliffs steep down to the sea. This table land, of 1,100 square miles in extent, is unsurveyed and unexplored, save by the sportsmen who follow the moose and caribou which abound therein. The southern coast is low, rising towards the interior. From Scatari to the western table land the coast is a little bolder, but the cliffs do not anywhere rise higher than 100 feet.

About one-half of the area of Cape Breton is fit for cultivation, and in the river valleys there is much fertile land. The population is 84,500, employed in the fisheries, in coal-mining and in agriculture. They are chiefly of Highland Scotch or of Acadian French descent.

Climate.—The climate of Cape Breton is like that of Nova Scotia, but freer from fogs. The winters are not so cold as in Canada; but spring is delayed longer, for the drift-ice is often packed in upon the coast. The summers are not so warm, the heat being modified by the sea within and around.

The Bras d'Or.—This is the crowning beauty of Cape Breton. By two narrow but deep passages the sea enters the island and spreads out into two broad lakes connected by a narrow strait. These lakes search out the recesses of the land in an infinity of bays, creeks, lagoons and inlets of every conceivable variety of size and shape. The water, which is remarkably clear, is everywhere deep enough for vessels of considerable size. The variety and beauty of the scenery is inconceivable to those who have not visited it. Mountain, hill and valley, steep rocky escarpment, grassy acclivity and solemn, wooded hills contribute their special attractions. Then there are innumerable isles and islets and winding, tortuous channels, where the silver sea steals in among the bold and sombre woodlands. To these charms add the abundance of fish and proximity of game, and a sylvan paradise is the result, where any lover of nature or sport, who is not a thorough Sybarite, may luxuriate. But one isthmus, a half a mile wide, connects the two halves of the island together at the southern end. The St. Peter's Canal cuts through this. Steamers run daily through the lakes from Sydney to Port Hawkesbury, on the Gut of Canso, connecting with the railway.

Coal Mines.—Cape Breton is remarkable for its coal mines. During last year 612,614 tons were raised. The centre of the island consists of carboniferous rocks, and coal beds crop out on the west, east and south shores. On the west coast, near Port Hood, a bed of 6 ft. thickness has been opened. At New Campbelltown, on the Great Bras d'Or, a bed of 4 ft. 6 in. has been worked; and in many other places outcrops occur. It is, however, on the east coast, at Sydney, that the most important beds are found. This is supposed to be a segment of an immense coal basin extending towards the coast of Newfoundland. The area of productive coal-measures at Sydney is 250 square miles, and to the geologist the exposures are second only to those of the Joggins in interest. In one section near Sydney, of 1,860 ft. there are 34 seams of coal. At Boulardarie Island is a section of 5,400 ft.. Of the 34 seams there are four of sufficient thickness to be worked, being 4 ft. 8 in., 6 ft. 9 in., 5 ft. and 3 ft. 8 in. respectively. It is a free-burning bituminous coal yielding on analysis 26·93 per cent. of volatile matter, 67·57 of fixed carbon and 5·50 of heavy reddish ash. Full details of this important coal field will be found in Dawson's Acadian Geology, which every geologist who visits Acadia should carry with him.

Sydney.—This is a town of 5,484 inhabitants, selected by the British government to be the capital when Louisbourg was destroyed. It is upon a very fine harbour easy of access, deep, commodious and safe. This is the headquarters for a geologist. The Sydney Mines are on the north side of the harbour. At Bridgeport, 13 miles distant, are the International Mines. The Victoria Mines are nine miles distant. The Lingan Mines are near Bridgeport, but 15 miles distant. The Little Glace Bay Mines are 18 miles distant. These are the largest mines. There are eleven in all being worked at the present time. They are

connected with Sydney by rail or stage and are easy of access, for in many places the coal crops out of the cliffs on the sea shore. Sydney is a good place to stay at and convenient for making excursions from. Louisbourg is 24 miles distant, and is reached by a railway. A small town has sprung up on the opposite side of the harbour. Cape Breton, from which the name of the island is derived, is its easternmost point and lies between Sydney and Louisbourg. The town in Gascony, whence the name was taken, has dwindled into insignificance since its hardy sons commenced to frequent those coasts, owing to the drift of sand having changed the mouth of the River Adour.

Baddeck.—This is a village on the Little Bras d'Or, and is the central point of these lakes; it is reached by steamer from Sydney or by steamer from Port Mulgrave, the terminus of the Nova Scotia Railway on the Gut of Canso. In the first case, the route is through one of the two natural openings to the sea; in the second, the steamer passes through St. Peter's Canal, cutting through the narrow isthmus to the south. This village is headquarters for the sportsman; it is close to the wild northern unexplored region where may yet be found moose, caribou, bears, wolves, foxes, beaver, minx and musk-rats, by those who like such rough work. It is the headquarters for the tourist in search of the picturesque, for it would not be easy to find another place central to so much and so varied beauty. The valley of the Margaree, with its fine fishing and scenery, is easily reached from Baddeck.

Port Hawkesbury, a village on the Gut of Canso. This remarkable channel is 15 miles long by one wide. The shores are high and bold, and there are several good anchorages in its length. It is the entrance to the Gulf for all coasting vessels, and is available for all classes of shipping. This village is a

port of call for the steamers plying between Prince Edward Island and the Gulf ports and Halifax or Boston. Stages run to Sydney, Arichat and the Bras d'Or. Three miles from here is Port Hastings, where the Western Union Telegraph transfers its cable messages for Europe.

Arichat, on Isle Madame, near the Atlantic entrance to the Gut of Canso. A thriving village of Acadian French devoted to the fisheries. It is the see of a coadjutor bishop, who has charge of the Roman Catholics of Cape Breton. The Sisters of the Congregation, of Montreal, have a convent for education here.

PRINCE EDWARD ISLAND.

This beautiful island may be called the garden of the Dominion. It is settled throughout, and is nearly all cleared and under cultivation. In this respect it is in striking contrast to the other provinces of Canada.

Although it has been asserted that Cabot discovered the island in 1497, the English never laid claim to it; and, in early times, it formed part of the government of New France. In 1663 the Company of New France granted it to the Sieur Doublet, a captain in the French Navy, but no settlements were made and the grant was revoked. Very little notice was taken of the island by the French until after the treaty of Utrecht. Then, having lost Nova Scotia, they concentrated their energies upon Cape Breton, and the fertility of Isle St. Jean, as they called it, soon came into use for the supply of the garrison at Louisbourg. In 1719 it was granted *en seigneurie* to the Comte de St. Pierre, who formed a trading company and spent considerable sums in establishing fisheries, but without much success, for the grant was again revoked.

After the treaty of Utrecht many Acadians retired to

this island, and their number was largely increased by refugees when the English captured the French forts on the Bay of Fundy. It afforded two-thirds of the supplies used by the garrison of Louisbourg in 1758, and was under a governor appointed from thence. The only fort the French had was a small work with a few guns at Charlottetown, which they called Port la Joie from its beauty and security.

The island was surrendered at the capitulation of Louisbourg, and in 1758 Lord Rollo was sent to take possession. Many of the Acadians were deported with those from Nova Scotia and scattered through the English colonies; but many escaped by hiding in the woods and eventually returned to their lands, where they were unmolested afterwards. In 1763, at the peace, the island was annexed to the government of Nova Scotia and various schemes for its settlement were mooted. At last it was divided into townships and granted, by means of a lottery, to a number of persons, many of them officers of the army and navy who had served in the war. There were conditions attached to these grants, of quit-rent and of reservations for churches and wharves, but especially conditions of settlement. The report upon the fertility of the island was so favourable that it was expected all the land would be taken up at once.

The grantees, however, for the most part, had no intention of settling. Many sold their grants, and the lands in the island gradually fell into the hands of a few people who did nothing to improve them, but remained in England, waiting to profit by the labour of the actual settlers. Properly, these grants should have been cancelled for non-fulfilment of the conditions, but they were not. In 1769 the island was erected into a separate government, and it remained separate until 1873, when it became part of the Dominion of Canada.

The fertility of the island attracted settlers from all sides, and soon it was very generally under cultiva-

tion, but, as the leases ran out, the absentee landlords raised the rents. Whereupon arose disturbances without number—the stalwart pioneers who had brought the wilderness into cultivation not being able to understand the correct principles of property and land tenure. Among other settlers were eight hundred Highlanders, brought out by the Earl of Selkirk, who became prosperous farmers in a very short time.

The land question still smouldered; occasionally breaking out into flame until the government, in 1860, appointed a commission, which valued the rights of the absentee proprietors and recommended their purchase by the government, with a view to reselling to the tenantry. A bill was founded on the report, but was disallowed by the British Government. Shortly afterwards another bill was passed and allowed, under which the government acquired the proprietors' rights and thus put an end to further agitation. The government acquired 843,981 acres, and in 1882 only 142,011 acres remained not taken up. Of this 67,000 was indifferent forest land, so that only 75,000 acres remained under lease to tenants who had not purchased. In this manner was Prince Edward Island converted into a country of proprietors from a country of tenant farmers.

Census.—The island has a population of 108,891; of these 47,115 are Roman Catholics. There are 10,751 of French Acadian descent and 48,993 are of Scotch descent. The inclination of the people is altogether towards agriculture, although the island is in a very advantageous position for conducting fisheries. The area of the province is 2,133 square miles, or 1,365,400 acres. Of this, 1,126,653 acres are occupied and 596,731 acres are actually under crop or in pastures or gardens. So much country cleared up gives the province the air of an English rural district—an idea which the tidiness of the farming tends to confirm. Land can, however, be bought cheaply, for, to

the colonist, the West is ever the land of promise, and the English-speaking people have not the deep-seated attachment to the soil of the Canadian and Acadian French. Consequently, land is offered freely, and an immigrant who does not care to face a pioneer life may easily find here a home in a settled and organized community.

Soil.—The country is level, but slightly rolling. About the North and West rivers it rises into picturesque hills, none exceeding five hundred feet in height. It is deeply indented by the sea, and affords much really lovely and quiet scenery after the European type of picturesque beauty. The soil is a bright red loam of uniform character throughout, varying from a stiff red clay to a sandy loam, and everywhere free from stones or boulders.

Climate.—The climate of the island is modified by the sea. In winter, as compared with Canada, it is warmer, but it is colder than some parts of Nova Scotia, being less influenced by the winds from the Gulf stream. It is less changeable, and there is not the fog in the summer months which is met with in Nova Scotia and some parts of New Brunswick. The island is becoming a very favourite summer resort for Canadians. All along the north shore are long, level sandy beaches, formed by the unbroken roll of the sea, admirably adapted for bathing, and here many resort who love quiet and seek for healthful recreation.

Prince Edward Island is an Arcadian province without manufactures—the ideal country of Mr. Ruskin, where no tall chimneys vomit soot and blacken the herbage. The green grass is always bright upon the red soil. It is not a province of towns and cities, but of farm houses in continuous succession on the roads and streams. One drawback, however, there is, and that is the difficulty of regular communication with the mainland during three months in winter.

The field-ice in the strait renders steam navigation uncertain. Communication is kept up by boats across a ferry of nine miles to the nearest point of New Brunswick.

Geology.—The geological formation of the island is New Red Sandstone. It is beyond doubt underlaid by coal measures, the continuation of the adjoining carboniferous systems of Nova Scotia and Cape Breton, but at so great a depth that they could not be profitably opened up in competition.

Railways.—There is but one railway—the Prince Edward Island Railway, built by the Provincial Government and worked at a considerable annual loss by the Dominion Government since confederation. It runs everywhere upon the island from end to end, and branches to every town, so one such railway is amply sufficient for any country.

Trade.—The exports consist chiefly of farm and cattle products. They are increasing rapidly, for, whereas in 1871 the total exports amounted to $1,478,645, in 1883 they amounted to $3,000,000.

Education.—This province contains one college, one normal school and 423 public schools, all under the administration of a government board with superintendent and inspectors. Forty-two per cent. of the annual provincial revenue is expended upon education.

TOWNS.

Charlottetown, the capital (population, 11,485), is a pleasant town situated on a point where three small streams fall into a safe and commodious harbour. Steamers ply between it and Pictou. Another line connects it with Shediac, and there is a weekly line for Canso, Halifax and Boston.

Summerside, a town of 2,853 inhabitants, on Bedeque Bay, 40 miles west of Charlottetown, celebrated for most delicious oysters—neither too large like Saddle-rocks, nor too small like Blue Points, but just the size which right reason calls for; of good flavour, and tasting as if they had lived in salt water.

Alberton, 40 miles further west; much frequented by fishing vessels.

Tignish, almost at the extreme western end—a fishing village.

Georgetown, 30 miles east of Charlottetown, on a very good harbour, which remains open nearly all the winter. Steamers connect it with Pictou and the Magdalen Islands.

NEW BRUNSWICK

The United Empire Loyalists.—Although, as has been shown elsewhere, there were scattered posts in this part of Acadia during the French *regime*, these were, for the most part, intermittent in their occupation. The history of New Brunswick, as a connected story, really dates from the year 1783, when the Loyalists founded the city of St. John. The story of these men has been told by several writers, notably by the Rev. Egerton Ryerson and the Hon. Lorenzo Sabine, but it has not yet had its Prescott or Parkman to illuminate weary years of privation and trial with that glowing light of historic genius which can show the motives influencing the actors in the drama, and the hidden springs which supported their souls.

The time has now arrived when the American nation has become great enough to pass out of the "mythopoietic" period of history. Already there are found a few writers in the United States who, in treating the question of the great disruption of the

British race, can pass beyond the region of fourth of July orations. The last great civil war has taught them that it is possible for people to differ fundamentally upon political questions without ranging all the children of light upon one side and the children of darkness upon the other.

The revolt of the thirteen colonies was by no means the act of a large majority. A very large minority, if not a majority, disapproved of it, and this consisted of men, for the most part, opposed to the measures of Parliament, and many of whom had been leaders in opposition to those measures. They were, in all the colonies, respectable for wealth and social position. They were opposed to armed rebellion, and believed that the grievances of the colonists could be redressed by less violent measures. They called themselves United Empire Loyalists, because they were sincerely attached to British traditions and to the British monarchy, and they believed in the possibility of a broader empire of the English race than that of the islands of Britain. Their position was similar to that of the Unionists in the South one hundred years later.

When the Declaration of Independence had, after some difficulty, been carried in the Revolutionary Congress, a reign of terrorism set in against all those who did not actively sympathise with the revolt. Committees of public safety undertook the mobbing, and tarring and feathering, of suspected persons; and the newly-formed legislatures undertook the confiscation of their property. At the same time the British Government woke up to the seriousness of the occasion and sent out, too late, a commission of conciliation, which was egregiously befooled by that most astute of men, Benjamin Franklin.

Discouraged by the Crown, and terrorised by the revolutionary committees, a large number of loyalists relapsed into sullen acquiescence; but a number openly declared for the Crown, and into their ranks were driven all those who were proscribed and hunted

out by the "Sons of Liberty" in the different colonies. Of these, regiments were, in time, formed; and some idea may be gained of the incapacity of the Royal officers, who in all cases held chief command, when it is stated that the number of American loyalists in the field nearly equalled, at one time, the number of the Continental army. France then threw her sword into the trembling balance and won a sweet revenge for the humiliations of the preceding war.

It is not the place here to allude further to this lamentable quarrel. It is probably better for the human race—those of them, at least, who happen to be French, or German, or Spanish, or of any other stock, that a people so arrogant as the British should be split up into several nations. If the superabundant energy of this race had not been spent to a certain extent upon internal work, the outlook for other nations would have been indeed gloomy. But, be that as it may, the Imperialists lost, and, when peace was declared, those who had sided with England found themselves stripped of their property, outlawed, and abandoned.

In justice to the British Government, it must be said that it made a strong plea for the loyalists while arranging the treaty; but Oswald, who had the chief share in the negociation, was an infant in Franklin's hands. He even entertained the proposition that Canada should be ceded to the United States, which Franklin mildly suggested as the proper thing to do under the circumstances. This the English Government would not hear of, but Franklin quietly argued Oswald out of all the territories of the Crown west of the Alleghanies, which then formed part of no state or colony, but belonged to Canada. These became the states in after time of Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota. With the discovery and first occupation of all that territory the thirteen colonies never had anything to do.

It is necessary to recite these things, even in a

guide-book, because an intelligent visitor will not be able to understand the political history of this country unless they are taken into account. The political agitator coming out from some old-world hotbed of revolution, wonders to find his rhetoric cooling down in the atmosphere of a thinly disguised contempt. But the descendants of the loyalists understand the "rights of man" perfectly; and they know, by bitter experience, that among such rights free thought and free speech are not included. They are, therefore, content with the well-ordered liberty which they are now enjoying under monarchical forms, and they reject the political nostrums which theorists offer to them.

The peace which brought relief to England brought despair to the loyalists; for no terms could be made for them. Congress only promised to *recommend* to the several states a consideration of their cases. The number who were expatriated may be conceived when it is stated that from the port of New York alone upwards of 12,000 men, women and children went into banishment previous to September 1783. What is now the fruitful Province of Ontario was a forest wilderness, unknown except as the scene of bloody Indian wars. Acadia was unsettled save at Halifax and Annapolis. Eastern Canada was settled, but by a people of another race and tongue. Had these loyalists been people of small account in their native land—people of no property or of no culture—it would have been a little thing to have slunk back to those lower occupations in life which the fancy of many writers supposes them to have filled. But such was not the case. They were the vanquished champions of a lost cause—the victims of a political idea which was unsuccessful—and they turned to the wilderness and founded new communities, in which now are manifested the principles of rational liberty which were present in their minds. Some went to the Bahamas, but the most went to the North, and received grants from

the Crown of wild lands in the provinces. The Province of Ontario was settled in its whole length by loyalists, mainly from New York and the Middle States. All the rocky Atlantic coast of Acadia was settled from Massachusetts and the Eastern States; but chiefly is New Brunswick the home of the loyalists. Shipload after shipload of refugees landed on the rugged shore of the harbour of St. John. Many succumbed to the hardships of the first winter, with scanty shelter and scarceness of food—

> With death swooping down o'er their failure and all but their faith overthrown.

But there their descendants remain to this day—among the most vigorous, the most courageous and most indomitable of the people who inhabit the Dominion of Canada. Who can blame them if they, last of all, should have cherished the grand idea of the solidarity of England and the English race throughout the world.

Physical Features.—The area of this province is 27,174 square miles. From north to south its greatest length is 230 miles, and its greatest breadth is 190 miles. The coast upon the Bay of Fundy is rocky and sterile until the head of the bay is approached, when the rich Acadian marsh lands are met with. Along the shores of the Gulf of St. Lawrence the coast is low and sandy. The surface of the country is rolling. Nowhere does it attain any considerable elevation. In the interior, a few miles back of the coast, the soil is good and well adapted for farming. In this respect the province has never had justice. There is less really bad land in New Brunswick than in any other province, except Prince Edward Island. The geological formation of the country is mainly carboniferous. A strip of Silurian and of granite runs along the southern coast, and the northwestern corner is also Silurian and granite.

Rivers.—New Brunswick is singularly endowed with streams. As before stated, the surface of the country is rolling and the valleys of the streams are very wide. The spring freshets flood these wide valleys and produce what is called "intervale" land of great fertility, by the annual deposit of the swollen rivers. The River St. John is 500 miles long. It is navigable for large steamers to Fredericton, 90 miles,—and for 230 miles more for small steamers as far as Grand Falls. Above the falls there is another stretch of 80 miles of navigable water. The tributaries of the St. John are, many of them, large streams, such as the Nashwak, Oromocto, Tobique, Aroostook. The St. Croix, Miramichi and Restigouche are large rivers, as also are the Nepiseguit and the Richibucto. These chief arteries and their tributaries interlace their head waters and intersect the province in every direction.

Minerals.—At Grand Lake, on the St. John, coal is mined to a small extent. The seam is thin, and, in competition with the mines of Nova Scotia, will not pay to work excepting for local consumption. It is near the surface, and is found on many farms in the neighbourhood. What further seams may exist deeper down is not known. Albertite is a very remarkable substance found at the head of the Bay of Fundy. It is a sort of asphalt or solid hydrocarbon. Unfortunately the present supply is almost exhausted, and no new veins have yet been struck. A costly litigation was carried on to determine whether this was, or was not, coal, and scientific men, in equal number, were ranged on both sides.

Climate.—The climate on the Bay of Fundy coast is like that of Nova Scotia, with perhaps more fog in summer. The shores of the Gulf are free from fog. In the interior, about Fredericton, the climate is bright and cold in winter and warm in summer, as in Canada.

Population.—The population of the province is 321,233. The genius of the people is maritime, as might be supposed from their origin. Building and owning ships is a passion. It is doubtful whether there is any port in the world where at least one New Brunswick ship cannot at any time be found, and their capacity for managing this kind of property amounts almost to instinct. The introduction of iron into shipbuilding has injured their trade in ships, but 76 vessels were built last year in the province. The fisheries employ a large number of vessels and men. But the New Brunswickers are also born lumbermen, and two-thirds of the total value of their exports last year were products of the forest. The energies of the people are of late turning towards manufacturing, for which, owing to the proximity of coal, they have great facilities.

Railways.—The Intercolonial Railway has been referred to in another place. In addition, the Grand Southern, along the south shore, connects St. John with St. Stephen, on the St. Croix River. The New Brunswick Railway is a system of amalgamated interior lines from St. John to Fredericton—to the Maine frontier, connecting with the New England roads—to Edmonton, on the Upper St. John—and to Woodstock.

Education.—The chief educational centre of the province is Fredericton, the capital. The University of New Brunswick is there, and the Normal School. The public schools of the province are free. Last year there were 1,447 schools in operation, attended by 66,775 pupils, or one in five of the population. Owing to a change in the time of making up the accounts, the last statement extends over eighteen months. During that period $236,137 was expended on public education.

ST. JOHN.

The city of St. John was founded in 1783 by a body of exiled loyalists, chiefly from the Eastern States. Among its founders were Chief Justice Ludlow, of the Supreme Court of New York; Judge Upham, who had been a colonel of dragoons; Judge Allen, who had been colonel of an infantry regiment; Beverley Robinson, who had possessed large estates on the Hudson. All of the founders of St. John had been important men in the colonies. They had obtained grants in what was then called Nova Scotia. The city of Boston, with only one dissentient vote, passed a resolution in 1783, which formulated the feeling prevalent, to the effect "that this town will at all times, as they "have done to the utmost of their power, oppose "every enemy to the just rights and liberties of man-"kind, and that, after so wicked a conspiracy against "those rights and liberties by certain ingrates, most "of them natives of these states, and who have been "refugees and declared traitors to their country, it is "the opinion of this town that they ought never to "be suffered to return, but to be excluded from having "lot or portion among us." Naturally, therefore, the settlers at St. John were poor, for their estates were confiscated and any debts due them had been cancelled by law. They began the world again, and others gathered round them, on this rocky coast, until their city became wealthy and populous; when one night in June, 1877, a great conflagration, for fire is too weak a word, swept away 1,600 houses, extending along nine miles of streets, and covering 200 acres of ground. This was in the very heart of the business part of the city. Twenty to thirty millions of dollars in value was destroyed in one night; it was a night long to be remembered by those who witnessed it. But this indomitable people were not dismayed, for the ashes were scarcely cool before they commenced their business again in extemporized shanties—in vaults—under

every conceivable kind of shelter which the ingenious shiftiness of Acadian versatility could suggest. This was only seven years ago, and now St. John is rebuilt with many handsome buildings, but, with the exception of the Court House and the monuments of the exiled loyalists in the graveyard, everything of historic association has been swept away.

The harbour of St. John is open all the year round, and, by a breakwater and Partridge Island at its mouth, is perfectly sheltered. The tide rises 23 feet, but at the lowest tide there is 18 feet of water on the bar. The river St. John falls into it, and around the estuary is clustered an aggregate population of 41,353. In St. John and Carleton, a suburb on the opposite side of the harbour, are 26,127 persons, and in Portland, a separate municipality, 15,226.

Prince William street and King street are the chief thoroughfares of St. John. The Post Office, Custom House, Bank of New Brunswick and Savings Bank are handsome and substantial buildings. The Roman Catholic Cathedr ' in Waterloo street is a large Gothic building in sandstone and marble, simple and severe in style, with a handsome spire and adorned with rich stained glass.

A short distance from the city, the St. John river is spanned by a suspension bridge. This is stretched over the falls, which possess the eccentricity of falling both ways. When the tide is out the water falls 15 feet into the harbour below, and when the tide runs in, it falls 15 feet into the river. Consequently, vessels can enter the river only at half tide.. The bridge is 70 feet above the highest tide and crosses by a span of 640 feet. At Carleton, La Tour built his fort, and some traces of it yet remain. There it was that in 1645, Lady de la Tour, in her husband's absence, defended herself against a largely superior force, led by by his rival Charnissay, repulsing them at the head of her men. She at last surrendered on honourable terms, but Charnissay broke his solemn pledge, and hanged all the garrison--English

and French—but one, whom he compelled to act as hangman, and he also compelled Madame de la Tour, with a halter round her own neck, to be a witness to the murder of her husband's retainers. Thus, says Hannay the historian of Acadia, "Her great heart was "broken. She was severed from the husband to whose "fortunes she had been so faithful, and could scarcely "hope to see his face again, except as a captive like "herself. She felt her work in life was done, for she "was not born for captivity. So she faded day by day "until her heroic soul left its earthly tenement, and in "three weeks from the time she witnessed the capture "of her fort, she was laid to rest by the banks of the "St. John which she loved so well, and where she had "lived for so many years." Evidently the Acadians were very serious persons in those days.

From St. John all parts of New Brunswick can be reached by rail. Steamers also leave daily for Eastport and Boston, connecting at the former place with steamers on the St. Croix to St. Andrews and St. Stephens. Steamers also connect with Digby and with Moncton. During last year 1,699 vessels, with an aggregate tonnage of 515,359 tons, departed from St. John. The imports for the same period were $5,304,873, and the exports $4,247,648.

The Intercolonial Railway from St. John to the main line at Moncton, passes through Sussex Valley, the choicest farming land in the Province. This region is justly famed for its rural beauty as well as for its fertility

ST. JOHN TO FREDERICTON BY RIVER.

The distance is ninety miles, and it is a very pleasant trip by day. The steamer leaves from Indiantown, above the bridge. The shores of the river at first are rocky. The river has the appearance of a succession of lakes with steep shores, but this changes as the farming land of the province is reached. The banks

become lower, and some of the fertile intervale lands, which the province is so proud of, may be seen from the deck. After passing Gagetown the Jemseg river, which is the outlet of Grand Lake, falls in. Here, in 1640, the French erected a fort, which in 1654 attracted the attention of Oliver Cromwell, who understood colonial questions exceedingly well. He sent an expedition to take it, and it was taken and held until 1670. At the conquest of Canada the Marquis de Vaudreuil was Seigneur, and 116 settlers held lands from him.

The Oromocto is the next important river passed, and close to it is Maugerville, a village settled before the revolution, whose inhabitants, in 1776, were Whigs, and passed resolutions of sympathy with Congress, At last the city of

Fredericton is reached. One of the prettiest cities in the Dominion—built on level grass-land among gardens, with a gentle, sloping, garden-like acclivity as a back-ground. The river makes a bend here, and at one point is the Cathedral and at the other is the Government House—for this is the capital of the Province, where, undisturbed by the noise and bustle of the outer world, legislation may be matured in peace.

Fredericton has a population of 6,218. The Parliament Building is a handsome edifice, containing the chambers of the Legislative Council, Legislative Assembly and Supreme Court. The library contains 15,000 volumes. It is a fire-proof building. The gem of Fredericton is the Cathedral which, though small, is one of the most perfect pieces of pure early English Gothic in America. The Cathedral of Christ Church at Montreal was designed after it by the same architect.

Fredericton is the outlet of a lumbering district, and large establishments are located opposite at the mouth of the Nashwaak River. It is a centre of supplies for the upper St. John. It is also a centre convenient for sportsmen, for it is close to the best hunting

and fishing regions in America. There are good hotels there, and pleasant cultivated society. In the old days, when British troops were in Canada, no place was more popular as a station than the quiet pretty capital of New Brunswick.

From Fredericton there is a railway along the St. John river to the Grand Falls and Edmonton, where the Madawaska falls into the St. John. Up the Madawaska and through lake Temiscouata was the old route to Canada, and there is a portage from the lake to the streams which fall into the St. Lawrence.

THE MAINE BOUNDARY.

It has been shown that, from the earliest times, Acadia extended at least to the mouth of the St. Croix, where deMonts built his first fort. It really extended further east; but even Oswald could not give up territory beyond the St. Croix. That feat remained for succeeding statesmen to accomplish. By the treaty of peace of 1783 it was arranged practically that the boundary of the United States on the east should be the St. Croix to its source, and a line from thence to the northern boundary, which was to be the water-shed which divides the streams flowing into the Atlantic Ocean from those flowing into the Bay of Fundy. This was the supposed boundary of Canada and Acadia, although the French justly claimed to the Penobscot. The negotiations between Franklin and Oswald were carried on secretly, for the United States had been bound, as a condition of the aid of France, not to make a separate peace; and in the discussion, when the vagueness of this boundary was objected to, Franklin marked on the map the negotiators were using, a red line to indicate the boundary proposed and adopted. This map disappeared, and in later years endless discussion arose as to the true boundary; for on actual survey a line due north from the source of the St. Croix did not intersect the northern boundary, but passed

through a gap in the hills, and although the real meaning of the treaty was clear there was difficulty in its verbal interpretation. In 1835, President Jackson made a very fair proposal to the British Government to cut the Gordian knot of difficulty which threatened to result in war, but it was rejected by a government of which Lord Palmerston was a member, and the subject was postponed to "to a more convenient season"—a very unsafe device of "practical" statesmanship in international disputes. The rejection of that proposal has caused the enormous curve of the Intercolonial Railway, and has cost the Canadians many millions of dollars.

In 1842 a settlement was imperative. The Maine and New Brunswick lumberers were almost at war on the disputed territory. The United States had claimed to within a few miles of the shore of the St. Lawrence, in order that, after conceding something, they might have more left than they were entitled to. Lord Ashburton was sent out, and after much negotiation the present extraordinary boundary was stumbled upon. Some difficulty having been found in persuading the Senate to accept this boundary, the map which Franklin and Oswald had used was produced by Mr. Webster, and the red line upon it, far south of the Ashburton line, showed what an immense tract of territory had been secured to the United States beyond what Franklin had contemplated. So the treaty was confirmed.

THE ST. CROIX RIVER.

Upon a point jutting out into the sheltered and deep basin of Passamaquoddy Bay stands St. Andrews—a town of 2,128 inhabitants—well laid out and with an air of respectability as if it had seen better days. And so it has—for from here in 1832, only seven years after the opening of the Stockton and Darlington Railway in England, was the projected railway to Canada to

start, and this town was to be the wharf upon the Bay of Fundy of the St. Lawrence valley.

This was a bold scheme for that period, but it excited much jealousy in the United States, and the boundary being still undetermined, the State of Maine laid claim to the whole territory between New Brunswick and Canada. Owing to the discussion which ensued, the project was deferred; until, in 1842, the colonists saw the Ashburton Treaty signed, which alienated forever the territory through which the railway was to pass. Let any one look at the map—no skill in geography is required to decide what was—what could only by any possibility have been—the boundary arranged between Franklin and Oswald in 1783. Even Franklin never asked for that territory. Even Oswald never thought of offering it. The project was abandoned, and St. Andrews, sank into obscurity. All its bright future as the winter port of Canada faded away and the rising town of St. Stephen, with its abundant water power, took away the lumber trade, Still the dream of those hardy dreamers is approaching fulfilment. The railway is now being built from Canada, through Maine, which will carry freight from Montreal to St. Andrews by a straight line eastward, and justify the prescience of those who in 1836 promoted the charter of the St. Andrews and Quebec Railway.

Fourteen miles up the river, where further navigation is prevented by a fall, is the town of

St. Stephen, where are flourishing mills. Opposite is the United States town of Calais. This region is noted for the fact that when Great Britain and the United States were at war in 1812, peace reigned upon the St. Croix. Level headed men, addicted to the free interchange of useful commodities, are not carried away by martial ardor. So Calais and St. Stephen were always at peace.

THE PROVINCE OF QUEBEC.

The Province of Quebec is the oldest organized province in the Confederation. It has always had for strangers a singular charm, and the history of its early days surpasses in interest that of any other colony or province in America. Many historians, native and foreign, have endeavored to do justice to the romantic incidents of those early times, and the traveller who may be curious to learn further of them would do well to consult the histories of Miles, Ferland, Garneau, and especially the glowing pages of Francis Parkman. Our task is upon the lower levels of geography and statistics, and we can do little more than indicate the authorities which lie ready to the hand of any inquirer.

The northern boundary of the province of Quebec is the height of land which divides the waters flowing northwards into Hudson's Bay from those which flow into the St. Lawrence. This line continues westwards until it reaches a point forty-five miles due north of Lake Temiscamang, on the Ottawa. Thence the western boundary starts, and, proceeding due southwards, it passes through the lake and follows the mid-channel of the Ottawa river until it reaches the village of Point Fortune, upon the western bank. There, leaving the Ottawa, the western boundary strikes through the country to the St. Lawrence, at River Beaudette. This corner, which would seem properly to belong to Ontario, was reserved to the ancient province of Quebec, because, when Ontario, or Upper Canada, was separated in 1791 as a distinct province, the seigniories of Vaudreuil, Nouvelle Longueuil,

Soulanges, and Rigaud had been erected by the King of France, and were settled by Frenchmen whose existing laws and customs the English Government, as bound by the Act of 1774, respected. In the comparatively unsettled country to the west, the province of Ontario was created under English laws, and colonized by English-speaking settlers.

Upon the south, Quebec is bounded by the line of 45° north latitude, until it reaches New Hampshire, when, turning to the north-east, the boundary line follows a meandering course until it reaches the province of New Brunswick. This part of the boundary has already been discussed in treating of New Brunswick.

Upon the east, the Islands of Anticosti and the Magdalen group are within the government of Quebec. A line drawn due north from Anse au Sablon, near the Straits of Belleisle, on the Labrador coast, until it intersects the northern boundary, marks the eastern limit of the province. The remaining portion of Labrador belongs to Newfoundland.

The physical features of Quebec which strike the tourist are those of an alluvial plain stretching upon both sides of the River St. Lawrence, at varying distances, to the Laurentian Mountains on the north, and the Notre Dame, and Green Mountains, and the Adirondacks on the south. The first named mountains approach the shores of the lower St. Lawrence very closely, and add a solemn and impressive grandeur to the scenery. Near Quebec they recede, and the rich and fertile valley continuously opens out, widening to the westward to the broad level country of Ontario. From the Montreal Mountain, on a clear day, these opposing ranges can be seen in the blue distance on the north and south, separated by the wide stretch of alluvial soil below. The Laurentian chain of mountains nowhere attains to a very great height. Mont Eboulemens, on the St. Lawrence, is 2,547 feet high. Some of the ridges farther in the interior, are stated

to be 4,000 feet. Trembling Mountain, in the county of Argenteuil, is given by the officers of the Geological Survey as 2,060 feet, but generally the height does not exceed 1,500 feet. The whole of the Laurentian country, as far as the watershed of Hudson's Bay, consists geologically of early crystalline rocks. The hills are all worn into rounded forms; for this is the most ancient part of the continent of America. The waves of the Silurian sea washed against these hills when but two small islands represented the remaining part of the present continent. In th crystalline limestones are the remains of the Ec Canadense, earliest of all known forms of animal life. In the same limestones graphite frequently occurs, and the whole Laurentian formation abounds in iron ores of great purity. The country is studded with innumerable lakes, tempting the sportsman with their abundance of fish. Over a thousand lakes are laid down in the published maps of this region, and these are the never-failing sources of many large rivers; for all the larger tributaries of the St. Lawrence are from the north. In the valleys of these countless streams and lakes are tracts of fertile land, while the dense forest which covers them supplies the timber which is the chief export of Quebec.

South of the St. Lawrence the Notre Dame Mountains follow the shore of the river nearly as far as Father Point, whence, turning to the south-west, they at last mingle with the Green Mountains of Vermont. They attain in some places a height of 3,000 to 4,000 feet. The highest points are near the lower St. Lawrence, and are sure to attract the attention of a stranger leaving by the river. The bold bluffs of Capes Chatte and St. Anne are striking objects from the deck of a steamer, for the usual course of the outward mail ships is close to this most rugged shore. The geological structure of those hills is later than that of the Laurentides, and has been considered, together with the country between them and the St. Lawrence, to

belong to the base of the Silurian system. The Chaudière river, in whose stream gold is found in paying quantities, takes its rise in these hills; and in this formation the copper mines of Quebec are chiefly found. The character of the country from the river to their base is level and fertile, but as the hills are approached the scenery becomes varied and rugged.

The province of Quebec is a land abounding in large rivers. The great St. Lawrence flows through it with a breadth varying from one mile, a little above Montreal, to twenty miles at Cacouna, and forty miles near Point des Monts, which may be considered as the entrance to the Gulf. Flowing into it from the north, we have space to particularize only the larger streams. The gloomy Saguenay, from 300 to 400 miles long; the St. Maurice, which has a still longer course; the Ottawa, nearly 600 miles, with its tributaries—the Gatineau, the Lièvre and the Rouge—all three very large streams. From the south, the Richelieu, a large and beautiful river, bringing the waters of Lakes George and Champlain; the Chaudière, and the St. Francis. Besides these there are numberless streams of minor importance in a river system such as this, but which would rank in volume with many of the more celebrated streams of the old world. The Assumption, the Loup rivers, upper and lower, the Chateauguay, the North river, and the Etchemin, are all rivers of importance. Quebec can boast of none of those great inland seas which are the chief features of the western provinces. Some of the lakes are, however, of considerable size. Lake St. John has an area of 360 square miles, and Lake Temiscamang, 126 miles; but in the immense number of its lakes and their great natural beauty, Quebec is unsurpassed.

Tourists, who arrive for the most part in the summer months, will probably be surprised to encounter an almost tropical heat in those "*few square miles of snow*" so carelessly ceded to the British crown by a frivolous French monarch. A few words will, there-

fore, be appropriate concerning the climate. The isothermal line of mean annual temperature at Montreal passes also through Leipzic in Saxony. The mean temperature in summer is the same as that of Orleans in France, and the mean winter temperature resembles that of Moscow in Russia.

The heat is sufficient in summer to bring wheat, Indian corn, tomatoes, and the hardier kinds of grapes, to perfection; and the cold in winter sometimes reaches 20° below zero. Then, however, the soil is covered with a thick mantle of snow; the frost does not penetrate deeply, and the roots of plants are secure from injury until the heats of spring return with their sudden and magical power. An Englishman, accustomed to the lingering and reluctant spring of Great Britain, is astonished at the swiftness of the change. It can scarcely be said that there is a spring season in Quebec, the fields put off their white livery and don the tender green hues of early summer so quickly under the powerful sun and clear skies of our northern latitude. Vegetation advances with great rapidity, for the melting of the frost and snow pulverizes the soil and prepares it for the seed. One simple fact will, however, give a more certain indication of climate, and that is that maize is a regular and certain crop in nearly the whole province of Quebec, a plant which will not ripen in England, and will barely ripen in the north of France.

The winters have, therefore, no detrimental effect upon vegetation, nor are they considered unpleasant by strangers visiting the country at that season. The air is dry and the skies clear. There are no fogs, no raw damp winds, so wearing to invalids. Many from the seaboard with pulmonary complaints have come to reside during the winter at Quebec or Montreal, for here, as at Minnesota in the West, the clear and steady weather is beneficial in such complaints. The sleighs, which make their appearance usually about the first week in December, are not put away until

the following April, and the steady cold seldom relaxes during the whole season. The people still enjoy many out-door amusements; and curling, snow-shoeing, sleigh-driving, tobogganning, and skating are the pastimes of winter. The mighty St. Lawrence is bound fast under the potent spell of frost from the lakes to below Quebec city. Roads are everywhere made upon the ice, and the farmers bring in their teams in long lines across the frozen waters, heavily laden with their autumn treasures of hay and corn. The ice roads are always marked out by spruce trees stuck in the snow. A visitor in winter is sure to be impressed with the weird scene in early morning or evening, when, from a sky as warm with rosy tints as in midsummer, the level beams of sunlight, glancing and brightening over the sea of quiet snowy furrows, and glittering icy crests, strike along the line of evergreens, marking the ice roads, upon the trains of sleighs, and light up the tinned roofs and steeples of the distant city with brilliant splendour.

The province, though shorn of its ancient dimensions by the Act of 1791, which constituted Upper Canada, and by the lamentable weakness of the Imperial Government in its various capitulations to the United States, still contains 188,688 square miles.

In regard to population, Quebec is excelled by the province of Ontario; the figures being 1,359,027 in Quebec, to 1,923,228 in Ontario. Of this number 1,073,820 are of French origin, in the province of Quebec alone.

These figures showing the preponderance of the French race in Quebec lead naturally to a short sketch of the history of the province, a consideration of which can alone explain our present institutions. Although discovered by Jacques Cartier in 1535, and visited again by him in 1536, it was not until 1608 that the first settlement was made. This was at the present city of Quebec. The true father of Canada was Samuel de Champlain, a man of rare practical talent, of great constancy and

courage, and of lofty moral character. He was sent out by a company of associated nobleman of France, primarily for the purpose of opening up a trade with the Indians for peltries, and secondly for the purpose of opening up a new field for the Christian religion. It is necessary to dwell specially upon the religious side of the foundation of the colony in order to understand its history. The Roman Catholic religion was then in the full tide of that enthusiasm which caused the counter reformation, and devoted men and women poured out their lives and treasures with cheerfulness in the effort to spread its doctrines upon distant shores. Hence it was that for many years the colony of France took feeble hold upon the soil of Canada, It was more a trading and missionary station than a plantation. The Recollet Fathers in 1615, and the Jesuits in 1625, threw themselves into the missionary work, encouraged by Champlain, who, being a very earnest Catholic, concerned himself deeply in their efforts. DeMonts, Chauvin, and many of the early patrons of the colony were Huguenots; but from the very first it was stipulated that although the Huguenots might share in the profits of the trade, the conversion of the Indians was to be left entirely with the Roman Catholics. Later in 1627, when the company of one hundred associates was formed, Montmorenci sold his rights to his nephew deLevis, duc de Ventadour, a devout member of a monastic order. Then it was stipulated that none of the settlers whom the associates engaged to carry out to Canada should be other than Catholic, and the religious zeal of the devout Catholics of old France was more earnestly directed to Canada. Noblemen and ladies, as well as priests, threw themselves into the effort, and the foundations of institutions were laid which exist to the present day almost unchanged. Then followed in quick succession the educational establishments of the Ursulines, of the Recollets, of the Jesuits, of the Congregation of ladies of Notre Dame, for the religious training of the savage

tribes. The French colonists, with doubtful policy, identified their fortunes with the Huron and Algonquin tribes, which they found in the valley of the St. Lawrence, and thus imperilled for many years their existence in a long and deadly struggle with the rising power of the Iroquois confederation. A remnant of the Huron tribe still remains at Old Lorette, near Quebec, while the Pequods, the Narragansetts and other aboriginal tribes of New England have been utterly exterminated.

The colony of New France then was founded upon a religious basis, in the same manner as were the colonies of New England. It is, however, a matter of pride to the Canadian that the soil of New France was never polluted by the footsteps of the familiars of the Inquisition, who loaded with infamy the annals of New Spain. Nor have our historians ever to blush for deeds such as the fathers of New England perpetrated towards those who differed from them in religious belief. While in the colony of Plymouth men and women were hanged for being Quakers, while others were imprisoned and pilloried on suspicion of Anabaptism, Prelacy, or Romanism, while the gloomy superstition of Salem witchcraft swept off its victims by dozens, the only blood shed in Canada for the Christian faith was the blood of its martyr missionaries. They were ready to shed blood for their belief, but it was their own blood; they were ready to pour out life, but it was their own lives. These are matters of history; to touch on questions of religion is not the province of the writer of a guide book. In the pages of Parkman the deeds and the faith of these men are recounted with a vigour and impartiality which does him honour, and with an eloquence worthy of his theme. If at this present time the French race manifests a vitality in Canada as mysterious to its enemies as to the Frenchman of the France of to-day, it is because of the imperishable power of the self-sacrifice and heroism of so many of those men, laymen as well as clerics, who planted the

standard of France on the shores of the River St. Lawrence.

Passing, as not essential to our present purpose, the history of the next hundred years, the struggles with the Iroquois, and the wars with the British colonies to the south, in which were achieved many gallant enterprises and were perpetrated many cruel deeds of blood upon both sides; passing over also the adventurous establishment of trading posts in the far west and north-west, and the bold voyages of La Salle and Hennepin, we come to the period when France and England prepared to fight a battle *à l'outrance* upon the shores and in the forests of the new world. The thirteen colonies then numbered three millions, backed by large bodies of troops from England. Canada barely numbered 60,000 souls, and was very fitfully supported by the French monarchy, then in the last days of its decadence. Yet, great as the odds appeared to be against the Canadians, the vigour and consummate ability of the the men who ruled were more than equal to the emergency, until the last crowning effort of the English. In 1754 the war commenced. Braddock was disgracefully beaten by a handful of men, Abercrombie was defeated by one fifth of his number, Oswego surrendered with disgrace, the horrible tragedy of Fort William Henry was enacted, and the year 1757 saw the French victorious along the whole line of their border. With 1758 the tide of war turned. Louisbourg on the east, and Frontenac on the west, fell into English hands; but although the genius of Wolfe and Amherst wielded the British power, resistance was obstinate. The struggle was long and doubtful at Quebec. The defeat of Montcalm did not necessitate, however, the surrender of the city, for in a very few weeks the approaching winter would have compelled the British to re-embark. Montcalm's trusted officers, deLevis and Bougainville, were absent, and in the dismay which followed upon his death Quebec was surrendered.

Scarcely had the British fleet left when the English garrison found itself besieged by deLevis with the troops from Montreal and new militia levies. The siege lasted all winter. In early spring the British General Murray marched out to give deLevis battle, but was defeated at St. Foy, and confined within the walls of Quebec. The knell of French dominion had, however, been struck. The opening of navigation brought the English fleet once more, and Murray was succoured. DeLevis retired to make a last stand at Montreal, which, slowly, the three English armies under Amherst, Murray and Haviland, advanced to besiege. On September 8th, 1760, the capitulation was signed, by which Canada passed over to the British Crown. It is upon the conditions of this capitulation and of the treaty of peace which followed in 1763, and upon the celebrated Quebec Act of 1774, that the laws, language, and religion of France are still established so firmly in this province. It is around these brilliant records that the national feeling of the French Canadian loves to linger, and the devoted lives of the early missionaries still feed the flame of devotion in the Lower Canadian heart.

We have no space to sketch even an outline of the remaining history. How for fifteen years the sceptre of universal empire paused within reach of England's grasp, and how she failed to seize it the histories of the loyalists of New Brunswick and Ontario will abundantly relate. The story of their history is full of interest, and the reader may consult the larger works for the details. One fact only we add, that the generous treatment of the British Government so won the hearts of the Canadian French that during the war of 1812–14 they took up arms cheerfully in its defence, and a British general officer in a private memorandum to the Duke of Wellington could state that "not a single Lower Canadian militia-man was known to desert to the enemy during the three years the war continued."

CITY OF QUEBEC.

Whatever jealousies may exist among the cities of the Dominion, all Canadians are proud of Quebec. Not that they think the Quebecers have done their duty by her, not that they think the streets could not be cleaner, nor the houses more regular, nor the wharves more orderly; but they love Quebec because the people are polite and hospitable before all others, because the scenery is surpassingly beautiful, and because the whole country around teems with associations of historic interest. The resolute Champlain, the haughty Frontenac, the heroic Wolfe, and the chivalrous Montcalm, repose here, resting amid the scenes of their labours after the turmoil of their earnest lives. Much has been written about Quebec, but Charles Marshall, a young man of great promise, who died "too early" on a homeward voyage from the East, gives, in his "Canadian Dominion," a description so graphic that we cannot do better than make an extract from it.

"Unexampled for picturesquenes and magnificence of position on the American continent, and for the romance of her historic associations, Quebec sits on her impregnable heights a queen among the cities of the New World.

"At her feet flows the noble St. Lawrence, the fit highway into a great empire, here narrowed to a couple of miles breadth, though lower down the waters widen to a score of miles, and at the gulf to a hundred. From the compression of the great river at this spot the city derives its name, the word signifying, in the native Indian tongue, the strait. On the east of the city, along a richly fertile valley, flows the beautiful St. Charles to join its waters with those of the great river. The mingled waters divide to enclasp the fair and fertile isle of Orleans.

"The city, as seen from a distance, rises stately and solemn, like a grand pile of monumental buildings. Clustering houses, tall, irregular with high pitched roofs, crowd the long line of shore and climb the rocky heights. Great piles of stone churches, colleges, and public buildings, crowned with gleaming minarets, rise above the mass of dwellings. The clear air permits the free use of tin for the roofs and spires, and the dark stone-work is relieved with gleaming light.

Above all rise the long dark lines of one of the world's famous citadels, the Gibraltar of America.

"Then still below, the shores are lined with warehouses and quays and masses of shipping. All the surrounding waters are filled with sails; the scene is one of sunlight and life. Steamers with their filmy lines of smoke, pass up and down the river, or rapidly across, or tug with much noise and short breath the heavy rafts of wood, acres wide covered with hut villages, that float down from the inland waters. At Pointe Levis, opposite the citadel, lie stranded or lazily floating incalculable masses of this lumber, waiting for transit to the British Isles, South America or Australia.

This extract very fairly describes Quebec. Henry Ward Beecher, while testifying to the wonderful beauty of the scenery, was impressed by the oddity of the city. He thus describes it:—

"Queer old Quebec! Of all cities on the continent of America, the quaintest. It is a populated cliff, a mighty rock, scarped and graded and made to hold houses and castles, which by all proper natural laws ought to slide off from its back like an ungirded load from a camel's back. But they stick. At the foot of the rocks the space of several streets has been stolen from the river."

Mr. Beecher's first experience on landing is thus related:—

"Away we went, climbing the steep streets at a canter with little horses hardly bigger than flies, and like flies, with an aptitude for climbing perpendicular walls. It was strange to enter a walled city through low and gloomy gates on this continent of America. Here was a small bit of mediæval Europe perched upon a rock and dried for keeping, in this north-east corner of America, a curiosity that has not its equal, in its kind, on this side the ocean."

The mediæval monuments of Quebec are fast passing away. The ancient gates, so dear to American travellers, have been replaced by brand new structures or removed altogether. Before long the walls will be swept away, and boulevards will mark their place. Our United States cousins, travelling in search of

romantic sensations, will miss them, but the native Quebecer does not appreciate his privileges, and thirsts to replace the unique quaintness of the ancient structures by the *parvenu* stiffness of more modern architecture.

Six times have the walls of Quebec been assailed by enemies. In 1629, the English, under Sir David Kirke, captured the town and sent its garrison to England as prisoners of war. Restored by treaty to the French Crown, Quebec again, in 1690, saw a hostile fleet, that of Sir William Phipps; but though the town was bombarded, the English fleet had to retire unsuccessful. In 1711 an expedition was planned both by land and sea, but proved abortive. Admiral Walker's fleet was prevented by fogs and storms from reaching the city; many of his ships were lost, and 800 of his men were drowned. To the pious Canadians of that day it was a direct intervention of Providence. In 1759 followed the siege and capture by Wolfe; in 1760 the unsuccessful siege of the English garrison by deLevis; and lastly in 1775, the siege under Montgomery and Arnold.

Quebec is not only remarkable for beauty of site and interesting from historic association, but is worthy of study on account of being the centre of the lumber trade and the largest shipping port for timber in the world.

Passing to a more detailed descripton of those points in Quebec of interest to the tourist we first notice

The Harbour.—Distant though it is from the sea the harbour of Quebec is one of the few in America deep enough for the "Great Eastern." Nevertheless, the changes in trade have compelled improvements on a large scale. The Princess Louise Embankment at the mouth of the St. Charles, encloses a tidal harbour having an area of 20 acres, and with 24 feet of depth at low water. Connected with it is a wet dock, to have a permanent depth of 27 feet, with an area of 40 acres.

The embankment is 4000 feet long by 330 feet wide. Nearly one million of dollars has been expended upon it.

On the opposite side at Pointe Levis, the Lorne Graving Dock, a work of great magnitude, is fast approaching completion. The expenditure so far amounts to $419,096. The dimensions are to be: length, 500 feet; width, 100 feet; depth, 25½ feet; width of entrance, 62 feet.

During the year ending June, 1883, the departures for sea of vessels from this port were 653, with an aggregate tonnage of 631,213 tons.

Hotels.—The St. Louis, in Lewis Street, is the largest hotel. The Albion, in Palace Street, is a very good hotel. Henchey's, in Ann Street, is a comfortable commercial house. If the Quebec people had left the old gates and rebuilt the hotels, tourists would have been better pleased. As the Quebecers entertain mediæval views upon the subject of outside traders, commercial travellers before opening their samples would do well to see about their licenses.

Foundation.—Quebec was founded in 1608 by Samuel de Champlain. Seventy years previous to that date, in 1535, Jacques Cartier, on his second voyage to America, had discovered the St. Lawrence, and that winter he passed in Canada, miserably enough, for having no idea of the nature of the climate, he had not made proper preparations either for food or for clothing. He moored his vessels in the St. Charles River, close to the spot where the Dorchester Bridge now stands, and built huts on the east bank. The site where St. Roch's suburbs now stands was occupied by an Indian town, called by the natives Stadacona, and ruled by a chief called Donnacona. In 1541, Cartier passed another winter in Canada, but not at the former station. He chose a spot at Cap Rouge on account of its greater defensibility, for, having played the shabby trick of carrying off the

hospitable Donnacona on his previous visit, and the chief having died in France, he did not care again to trust the Indians. The following spring he returned to France, and Quebec remained unsettled by Europeans until Champlain's arrival in 1608. Champlain, then, is the true founder of Quebec and pioneer of civilization in Canada, a man of whom Canadians are justly proud. He died and was buried in Quebec. Only recently his burial-place was discovered under the Champlain Steps in the vault of an old chapel. His work has endured; of the 62,000 inhabitants of the city of Quebec at this day, 46,000 still speak his language.

The Citadel. — Passes to visit the Citadel were formerly required from the military authorities, but are not now necessary. In former years, before the evacuation of the country by Great Britain, a full infantry regiment was always quartered here, besides artillery and engineers. It is now held by a small body of Dominion troops.

Cape Diamond, upon which the citadel stands, is a precipitous promontory rising 350 feet perpendicularly from the river. From the elevated plateau upon which the city is built, and from the Plains of Abraham adjoining, the height is much less and the slope more gradual, still, the lofty fortress domineers over the whole surrounding country.

The visitor approaches the works through a steep, winding road up the glacis, flanked by walls of stout masonry, and peered at by ports and loop-holes which scan his approach from all imaginable angles. The main body of the work is entered across a bridge, over a deep ditch, and through a massive gate called the Dalhousie Gate, after the Earl of Dalhousie, Governor-General in 1829. Here the main guard is placed, and the officer of the day takes his post. Inside, the summit of the cliff has been so far levelled as to make a large parade ground for the garrison. Around, under the walls, are the barracks and store-houses.

The large stone building is the officers' quarters. Magazines, armories, and store-houses occupy suitable situations, and encircling all are the green slopes of the ramparts above,surmounted by the grey line of the walls, turning with sharp angles into each bastion, and ornamented with cannon and formal geometric piles of black shot and shell.

Mounting the ramparts the visitor will view a scene of surpassing beauty. Standing upon the very beak of the promontory, which juts out into the broad undulating valley, he sees the land rising, slope upon slope, until the purple mountains close in the view. These slopes, studded with villages, crowned with bright steeples, look down, as from some gigantic amphitheatre, upon the river-basin and shipping. Walking westward, along the ramparts, the visitor will obtain a good view of the Plains of Abraham, where the decisive battle was fought, as well as of the precipitous bank up which Wolfe's army climbed on that September night so fatal to French power in the western world.

Fortifications.—Although from the earliest period of settlement fortifications were necessary against the Indians, the outline of the present constructions is due to M. deLery, who, in 1720, planned the defences much as they exist at the present day. In 1759 they were repaired by the English garrison which was left in occupation during the winter; and again in 1775 to resist the Americans under Montgomery. Important additions have since been made from time to time by the British Government, especially in 1823 when the citadel was built.

At the end of St. Lewis Street is the St. Lewis Gate, opening out into the Grande Allée, where are situated the Skating Rink and the new Houses of Parliament. This gate is a new construction replacing the old historic gate. Next, to the right is the Kent Gate, an entirely new gate opened to relieve the pressure of traffic.

The corner stone of this gate was laid by H. R. H. the Princess Louise. The Queen subscribed largely to the cost of its erection, and it is named after her father, Prince Edward, Duke of Kent, who lived in Quebec for many years and was very much liked by the Canadians. St. John's Gate is the next, leading out into the most populous suburb. It was rebuilt in 1865. The main business of Quebec with the surrounding country being carried on through this gate, it was the first to feel the innovating spirit of the age. From the top a splendid prospect over the valley of the St. Charles will reward the tourist. From hence the walls are continued along the edge of the cliffs overlooking St. Roch's suburbs to the site of Palace Gate, at the foot of Palace Street. In 1775 the American army occupied the suburbs of St. Roch. On the night of the 31st December of that year a sally of the garrison from the Palace Gate took Arnold's men in rear while they were making an attempt upon one of the barriers of the Lower Town. From this point a high wall and parapet is continued to the site of Hope Gate, thence to a cliff called the Sault-au-Matelot. Here is the Grand Battery commanding the harbour. From hence the wall continued to Prescott Gate, demolished in 1871, through which all travellers by railway or steamer used to pass before entering the Upper Town.

To force this gate was the object of the night attack of Dec. 31st, 1775. Montgomery, advancing from the west, and Arnold from the east, were to meet at Mountain Street and carry the gate with their united forces. Montgomery, with 700 men, marched along the road now known as Champlain Street as far as a spot called Pres-de-Ville. Here were posted a battery of guns and a guard of forty-five men behind a barrier in a narrow defile between the river and the rock. Supposing the guard to be ignorant of their approach, the assailants charged at a run, but were met by a volley at close range, which scattered them and killed their general. A slab upon the rock above now marks

the spot where he fell. The attack led by Arnold from St. Roch's suburb was more obstinate. The first barrier at the eastern end of Sault-au-Matelot Street was carried. Here Arnold was wounded, and had to be borne to the rear. His troops, passing through the street, came to another barrier, which resisted all their efforts, and having been taken in the rear by a sally of the garrison from Palace Gate, they surrendered to the number of 426. In visiting this locality it must be borne in mind that the river came much closer to the cliff than at present.

Squares and Monuments.—Quebec, being mounted up so high in the atmosphere, scarcely requires squares or parks for breathing-places. But Quebec has that which is better than any park or square in

Dufferin Terrace.—This is a very beautiful promenade on the brow of the precipitous cliff overhanging the Lower Town. It is a very favourite spot among Quebecers, and commands a magnificent view of the harbour and of the Point Levis side of the river. It is upon the site of the old Castle of St. Louis, which was burned in 1834. The site was levelled and the platform laid down by the Earl of Durham, but in 1878, during the administration of the Earl of Dufferin, it was extended to four times its original size, and its name changed from Durham Terrace. It is now 1420 feet in length, and 182 feet above the river. There is nothing elsewhere like it for extent of promenade or for grandeur of scenery. On fine summer evenings to congregate there is, with Quebecers, almost a religious duty. When the band plays there they cannot stop in their houses. Opposite, upon the south or Point Levis side of the river, can be seen the fortifications rendered necessary by the increased range of modern artillery. These works are not armed, the Government of Great Britain having changed its policy since they were begun.

The Governor's Garden.—This is the only park in Quebec and it is a very small one, but it has, however, an ornament of interest in the column erected in 1827, by a public subscription, to the memory of Wolfe and Montcalm which was started by the Earl of Dalhousie. The inscription upon the front is generally admired for its elegant brevity, and was written by Dr. Fisher, of Quebec. It is

MORTEM. VIRTUS. COMMUNEM
FAMAM. HISTORIA.
MONUMENTUM. POSTERITAS.
DEDIT.

Which may be thus rendered:

Valour gave a united death,
History, a united fame;
Posterity, a united monument.

On one side is the name "Wolfe," upon the other the name "Montcalm," and in the rear a long inscription in Latin stating that the foundation of the monument was laid by Governor-General the Earl of Dalhousie in the reign of George IV., to the memory of Wolfe and Montcalm.

The Place d'Armes.—This is an open space near Dufferin Terrace, an enlargement of the old French parade ground by taking in the site of the old Recollet buildings, which were destroyed by fire.

The St. Foy Monument.—Every visitor to Quebec should drive out a few miles on the St. Foy road, and, turning off by a cross road, return to the city by the St. Lewis road. The drive will pass many points of interest and beauty. A short distance beyond the toll-gate, on the St. Foy road, is a monument to commemorate a battle fought exactly 100 years previously upon that locality. It was the last struggle for dom-

inion. Murray, with his small English garrison, was alone in Canada, cooped up in Quebec with the whole country in arms against him, and closed in by winter from all succour. He marched out to meet deLevis, and was repulsed and forced to retire within the walls. deLevis commenced to bombard the town, but before he could make much progress the spring opened and British reinforcements arrived. Around the spot marked by the monument the fiercest struggle raged.

The monument is of bronzed metal upon a stone base. Upon the face fronting the road is the inscription

AUX BRAVES DE 1760, ERIGÉ PAR LA SOCIÉTÉ ST. JEAN BAPTISTE DE QUEBEC, 1860.

On one side is the word *Murray*, with the arms of Great Britain, and on another *Levis*, with the arms of Royal France. On the fourth side are the arms of Canada. The windmill also portrayed upon this side recalls the bloody struggle around the mill which formed the key of the position. The inscriptions upon monuments, like those upon tombstones, are often lacking in that severe accuracy of statement which records so enduring would seem to demand. This is no exception. It was erected by a public subscription among the citizens of Quebec generally to which the English very largely contributed, although it marks an English defeat. The statue which surmounts it was the gift of Prince Jerome Napoleon. It is of bronze and represents Bellona. The St. Jean Baptiste Society managed the fund, however, and superintended the inau guration.

Crossing over to the St. Lewis road and returning to the city, the tourist soon arrives at the Plains of Abraham, where the great battle of 1759 was fought. At that time this plain stretched, unbroken by inclosures, level from the river bank to the walls save where scattered bushes afforded shelter to marksmen.

Other markmen were posted in the flanking woods. The English were inferior in number to their opponents, but they were all trained troops. They had time to get up but one gun. To them defeat was certain destruction, for to re-embark in the face of a victorious enemy was impossible. Success justified the enterprise of Wolfe, but, had the fortune of war turned the other way, his reputation would have been ruined. Montcalm's most trusted officers, deLevis and Bourlamaque, were absent at Montreal or on the Richelieu, yet he might well have hoped for success. He has been blamed for giving battle, but delay would have given the English time to intrench, and criticism is easy after the event.

The story of the battle is too well known to need recital. The spot where the dying general heard the victorious shout of his troops is marked by a small column with the simple legend

HERE DIED WOLFE VICTORIOUS.

Not far off the curious visitor may find the place still called "Wolfe's Cove," where the landing was made. A path leads down the steep bank to the cove on the river side.

The Esplanade.—This is a level and pleasant spot under the ramparts, between St. Lewis and St. John's gates, used as a parade ground for troops and a promenade for the citizens.

RELIGIOUS AND CHARITABLE INSTITUTIONS.

The Ursuline Convent.—In the early days of the colony, when the Jesuit Fathers were carrying to the far-off western tribes the doctrines of their church, the Superior at Quebec used to send to France an annual account of the work done among the savages. These "Jesuit Relations," as they are now called, corresponded to the present reports of missionary societies,

and were eagerly read throughout France, and stirred up the piety and zeal of devout Catholics.

The Jesuits made an earnest appeal on behalf of the female children of the Indians. This inflamed the ardour of a noble and devout lady, Madame de la Peltrie, who resolved to devote her life and fortune to the spiritual and secular education of the Indian girls in the wilds of Canada. Associating with herself three Ursuline nuns, she sailed for Canada in 1639, and, after many privations and hardships, succeeded in founding the institution which still exists, covering about seven acres of ground in Garden Street. Although to Madame de la Peltrie is due the inception of the scheme and the funds with which it was commenced, its success was mainly owing to the first Superioress, Marie de l'Incarnation, a remarkable woman, called by Bossuet the St. Theresa of the New World, who united an almost ecstatic fervour to practical talents of the highest order. Incited and supported by supernatural dreams and visions, her indomitable energy overcame all discouragement. Twice the convent was burned to the ground, pestilence and famine decimated the small band of colonists and native converts, the Indian children were unexpectedly indocile, even when persuaded to listen; but the zeal of this woman never flagged, and her courage never grew faint. In the vision she saw, while praying before the Sacrament at Tours before she entered on her work, the whole land of Canada was shewn her, rugged with the primeval forest; and the memory of the Heavenly voice which sent her on her mission, supported her under all her trials. The community now numbers in Quebec about eighty professed sisters, instructing from 400 to 500 pupils. Branch houses have been established at Lake St. John and at Stanstead. The Ursulines of Three Rivers, though now independent, sprang from the Quebec establishment, and the convent at Boston, destroyed in 1834 by a fanatical mob, had been founded by nuns of this order.

Visitors will require special permission to go beyond the parlour and the chapel. This last is of special interest, for here repose the remains of Montcalm. Mortally wounded while attempting to rally his men, he was carried to the Ursuline Convent, where he died. A marble slab in the church perpetuates his memory. The chapel was built in 1724. It contains some good original paintings.

The Hotel Dieu.—This institution was founded in 1639, by the Duchess d'Aguillon, niece of Cardinal Richelieu. At her instance three Sisters from the Convent of the Hospitalières at Dieppe sailed for Canada in the same vessel which carried Madame de la Peltrie and the Ursuline nuns. They soon found employment, for the small-pox broke out with great virulence in the small colony. After changing their residence several times they finally settled, in 1646, on the present site of their institution, between Hope Gate and Palace Gate. Here their buildings gradually grew to their present dimensions. The present buildings were commenced in 1654, and received large additions in 1672 and in 1696. The community consists of about 62 professed nuns, who devote themselves to attending to the sick and affording gratuitous relief to poor out-door patients.

The chapel contains some good paintings, notably one by Eustache Le Sueur.

The General Hospital.—This establishment was founded in 1692 by the second Bishop of Quebec, for the purpose of receiving aged, infirm and sick poor. Four Sisters of the Hospitalières of the Hotel Dieu commenced the work in a convent upon the River St. Charles, owned by the Recollet Fathers. The property was bought from the Fathers by the Bishop, and is the site of the present fine hospital. It became independent of the Mother House in 1701, and now contains about seventy professed Sisters. Situated in St. Roch's

suburbs, outside the walls, it became a refuge for all of the religious orders during the siege of Quebec in 1759. Here many wounded soldiers both of the English and French armies were conveyed and nursed with care and assiduity.

The Marine Hospital.—This noble building is very conspicuously situated upon the bank of the St. Charles River. It was built in 1834, and is designed for the cure of sick sailors from the hundreds of vessels trading at the port. Every comfort has been provided here for the friendless sailor; skilful advice, careful nursing, and large recreation grounds.

The Basilica.—Quebec does not contain many fine churches. The Roman Catholic Cathedral will at once arrest attention, by its peculiar style or absence of style. It is the most foreign looking building in Quebec, and situated as it is upon the irregular open space (for it cannot be called a square) near the market, a stranger can scarcely realize the fact that he is in America, and not in some out of the way town in Normandy or Central France. The Cathedral was erected in 1666 by Monseigneur de Laval, the first Bishop of Quebec. The interior is very interesting, and contains some good pictures, among which are a Saint Paul, by Carlo Maratta, and a Christ, by Van Dyck. The vestments are probably more gorgeous in adornment than anywhere else in America. Many of them were gifts from the French kings. The church is the See of the Archbishop of Quebec. In 1874 Pope Pius IX elevated it to the rank of a Basilica Minor. It is the only church of that dignity in America.

The Anglican Cathedral.—This fine church occupies a considerable portion of the site of the old Recollet Monastery. It was erected in 1804, at the expense of the English Government. Many monuments of interest are contained in it, and specially one to Bishop

Mountain, (the first of the name), Bishop of Quebec. The fine stained glass window is to commemorate the second Bishop Mountain. In this church the Duke of Richmond was buried, who, while Governor-General, died of hydrophobia from the bite of a tame fox. The splendid communion service, altar-cloth, and service books are the gift of George III.

The Church of Notre Dame des Victoires. — A small church in the Lower Town, called at first Notre Dame de la Victoire in 1690, to commemorate the repulse of Sir William Phipps. A flag shot away from Phipps' ship, which some Canadians swam out for and brought to shore, used to adorn this church as a trophy. In 1711, when Walker's expedition was scattered by storms in the river, the Quebecers fancied that it was by a miraculous interposition of Providence, and so they changed the name to Notre Dame des Victoires. The irregular square on which the little church stands is most quaint and picturesque. "Break-neck steps" are quite near, leading up little Champlain street. A bit of Europe in the 17th century is very precious in a new country.

Many other commodious churches testify to the piety of the people of Quebec.

Parliament Buildings.—This is an imposing block of buildings just completed. They are in the form of a quadrangle, and are situated on a commanding site outside St. Louis Gate upon the Grande Allée. They are built in French 17th century style, and are most substantial in construction as well as ornamental in design. The Provincial Legislature meets here, and all the departmental offices are clustered together here under one roof.

The Seminary and Laval University.—Among the men of ability who have left indelible traces upon the history of the province, none surpass François de

Laval, first Bishop of Quebec. Born of the noble family of Montmorenci, he had all the vigour, all the courage, and a full proportion of the pride which belonged to his lineage. He arrived at Quebec in 1658, and assumed, with no faltering grasp, the reins of ecclesiastical power. He destroyed the independence of the missionary organization, and divided the country into regular parishes. He founded, in 1663, the Seminary of Quebec, the Grand Seminary for the theological training of clergy for his diocese, and the Little Seminary for general education. To this institution he devoted all his wealth, and after thirty years labour in the colony, he retired to spend within its walls the remainder of his life. In 1852 the Seminary was transformed into the Laval University, and the great design of its founder ultimately realized. The university building now stands out in the forefront of the Upper Town, conspicuous for magnitude, solidity and stiffness. Within, it is furnished lavishly with all the appliances of modern teaching: a splendid library of 77,000 volumes, and costly apparatus, convenient lecture-rooms and spacious halls. The main building is 297 feet long, and five stories high. A wing 265 feet long was added in 1880. It is fire-proof, and is surmounted by a dome from which magnificent views may be had over the country in all directions. Without, it is utterly bare of ornament, and rigid as its founder. The hall of entrance is of noble proportions. On each flat a corridor runs down the centre, 8 feet wide, and 265 feet long. The Natural History collections are very complete, and the collection upon North American Archæology is also well worth a visit. It is the best in Canada. The Herbarium contains 10,000 plants, and the Ornithological collection comprises 600 species. The University has a very large staff of Professors, and takes place in the front rank of educational institutions in the Dominion. Fourteen colleges and four grand Seminaries are affiliated to this University, which grants degrees in the Faculties of

Arts, Theology, Law and Medicine. The buildings of the Seminary adjacent are much more picturesque. The varying height and irregular style of the building and the enclosed court are pleasanter to the eye if not so suited to the present utilitarian age. The chapel of the Seminary is well worth a visit. It contains some fine original paintings.

Morrin College.—This institution owes its origin to a bequest of the late Dr. Morrin, of Quebec. It is under the management of the Presbyterian body, and is affiliated with McGill University, Montreal. In the same building are the rooms of the

Literary and Historical Society, founded in 1825 by the aid of the Earl of Dalhousie. It has a good library of books on the History of Canada. Lectures are given and Transactions published from time so time.

The Normal School.—This quaint building is situated on Dufferin Terrace (at the part of it properly called Durham Terrace). It was built in 1784 by Governor Haldimand, and is sometimes called after him, Haldimand Castle. The stone built into the wall bearing date 1647, belonged to the bastion of Fort St. Louis, which has long since disappeared. It was dug up in 1784 and built into the wall, but the date commemorates the completion of the vanished bastion.

The Post Office.—This is a handsome edifice, built of Cap Rouge limestone. It replaces an ancient building which used to excite the curiosity of strangers. The effigy of Champlain over the entrance in Buade Street looks down on the busy crowd. Close to it is the celebrated Chien d'Or, sole relic of the former building, telling in bright new gilding its old story of revenge and murder. As the stone has been preserved the story must be told.

The former Post Office was a house which, in those days, might almost be called a palace, occupied in the year 1748 by an eminent merchant of Quebec, Mons. Phillibert. He had quarrelled with the notorious Intendant Bigot, the second man in New France, who was then in the full tide of that peculation and insolence which sapped the power of France in the new as well as in the old world. To express his hatred, Phillibert had this rough sculpture placed over his door, with the legend in old French:—

"Je Suis Vn Chien Qvi Ronge L'os
en le rongeant je prends mon Repos,
Vn temps viendra qvi n'est pas venv,
Qve je morderay qvi m'avra mordv."

Bigot, in return, quartered troops upon him. An insult from the officer in command of the soldiers quartered in his house was resented with a blow by Phillibert. The officer drew his sword and ran the merchant through the body. He then fled from Quebec and took refuge in Acadia. The influence of Bigot soon procured letters of pardon from Louis XV. The officer returned to Quebec, registered his letters, and satisfied the widow with a money compensation. His promotion soon followed, and the murder of the merchant was forgotten by all, excepting by a son of Phillibert, a lad of eleven years, a quiet and reserved youth, of brooding and austere habits. Arrived at manhood, young Phillibert left Quebec for France. A few months after his departure his mother received a letter, "My dearest mother, we are avenged; my father's murderer is no more." The vengeance of the son had overtaken the murderer in the streets of Pondicherry in the East Indies.

This is the story as given by Lemoine and others who have written about Quebec. This same Chien d'Or could tell many stories of old days if he could speak. He could tell of the flirtations of the beautiful Mary Simpson with Captain Horatio Nelson of H.M.S.

Albemarle, afterwards the great Admiral, and of the agonised feelings of the too susceptible hero when his cooler-headed (or hearted) friend Davison got him off to sea unmarried, and prevented him, almost by violence, perhaps from settling in Canada. The new Post Office is a handsomer building than its predecessor, but those who delight in stories of love and murder will always regret the old quaint and gloomy building which it has replaced.

EXCURSIONS.

Interesting and beautiful as Quebec may be, with its quaint buildings and legendary memories, the drives and excursions from the city surpass the attractions of the city itself. Let the tourist not fail to visit the Falls of Montmorenci. Mr. W. D. Howells thus describes them :—

"The lofty bluff was scooped inward from the St. Lawrence, in a vast irregular semicircle, with cavernous hollows, one within another, sinking far into its sides, and naked from foot to crest, or meagrely wooded here and there with evergreen. From the central brink of these gloomy purple chasms the foamy cataract launched itself, and like a cloud,

"Along the cliff to fall, and pause and fall did seem."

I say a cloud, because I find it already said to my hand, as it were, in a pretty verse, and because I must needs liken Montmorency to something that is soft and light. Yet a cloud does not represent the glinting of the water in its downward swoop; it is like some broad slope of sun-smitten snow; but snow is coldly white and opaque, and this has a creamy warmth in its luminous mass; and so there hangs the cataract unsaid as before. It is a mystery that anything so grand should be so lovely, that anything so tenderly fair in whatever aspect should yet be so large that one glance fails to comprehend it all. The rugged wildness of the cliffs and hollows about it is softened by its gracious beauty, which half redeems the vulgarity of the timber merchant's uses in setting the river at work in his saw-mills and choking its outlet into the St. Lawrence with rafts of timber and

rubbish of slabs and shingles. Nay, rather, it is alone amidst these things, and the eye takes note of them by a separate effort."

The Natural Steps, a mile and a-half above the falls, should be visited. The river has cut its way down through the Trenton limestone to the underlying gneiss. It has formed a deep ravine through which the water swirls in a rapid current.

The Falls of Lorette.—This charming and romantic spot ought to be visited. Marshall says that "the Lorette cascades would give fame and fortune to any spot in England or France." Though not so frequently visited, they are by many preferred to the Montmorenci Falls. At the village reside the remnant of the once powerful tribe of Hurons. Flying in terror from their relentless foes, the Iroquois, they left their ancient abodes in the West, and settled here under French protection. Parkman, in one terse sentence, embodies the history of the Indians of America. "Spanish civilization crushed the Indian; English civilization scorned and neglected him; French civilization embraced and cherished him." The chapel was erected in 1731. The settlement dates from 1697.

The Chaudiere Falls.—These falls are within easy reach of Quebec, and will well repay a visit.

We have not exhausted the attractions of Quebec. Many days might be spent by a nature-loving visitor in exploring the surrounding country—the lakes full of fish, and beautiful as dreamland—Lake St. Charles, Lake Beauport, and many others; our space, but not our theme is exhausted. Those who wish to pursue the subject further may do so in "Picturesque Quebec," and in the other publications of Mr. J. M. Lemoine.

THE CITY OF MONTREAL.

The city of Montreal, the chief city of Canada, although not the seat of Government even of its own Province of Quebec, is situated upon the southeast side of a triangular island formed by the mouths of the Ottawa, where, after a course of 600 miles, it debouches into the St. Lawrence. The city is built upon the left or northern bank of the St. Lawrence. The clear blue water of that river and the more turbid stream of the Ottawa meet near Montreal at so acute an angle that their waters do not mingle, but the line of junction may be traced for many miles below, the St. Lawrence water washing the right hand and the Ottawa the left hand bank.

The population of the city, at the last census, was 140,747 of whom 78,684 were of French and 28,995 of Irish origin. As to religion 103,579 were Roman Catholics. That census which was taken in 1881 showed an increase of 33,522 in the preceding ten years. During the present year the municipality of Hochelaga was annexed, with a population of about 5,500. The total population of the Island was 193,171.

The estimated value of the real estate is $84,802,380 and the present municipal taxes amount to $7.50 per head of the population. The length of the city is nearly four miles and its breadth is two miles. It is narrowed, however, by Mount Royal, which, forming its chief ornament, rises boldly in rear of the city. Suburban towns and villages, such as St. Cunegonde, St. Jean-Baptiste and St. Henri, are spreading out fast, and the mountain will shortly be surrounded by contiguous buildings.

Every visitor arriving by the river must notice the Custom House, a handsome triangular building of gray stone, upon the river front, with its apex pointing eastwards, and a clock upon the eastern tower. This marks a triangular piece of ground, which, in old days, was formed by a little stream falling there into the main river. Upon this spot, on the 18th of May, 1642, Paul de Chomedey, Sieur de Maisonneuve, laid the foundations of *Ville-Marie de Montréal*, and here was planted that grain of mustard seed which, in the words of the enthusiastic Vimont, would soon grow and overshadow the land. The story of the founding of Montreal is well told by Parkman, but we have space for only a short extract:—

"Maisonneuve sprang ashore, and fell on his knees. His followers imitated his example; and all joined their voices in enthusiastic songs of thanksgiving. Tents, baggage, arms and stores, were landed. An altar was raised on a pleasant spot near at hand; and Mademoiselle Mance, with Madame de la Peltrie, aided by her servant Charlotte Barré, decorated it with a taste which was the admiration of the beholders. Now all the company gathered before the shrine. Here stood Vimont in the rich vestments of his office. Here were the two ladies with their servant; Montmagny, no very willing spectator, and Maisonneuve, a warlike figure, erect and tall, his men clustering around him. They kneeled in reverent silence as the Host was raised aloft; and, when the rite was over, the priest turned and addressed them—'You are a grain of mustard seed, that shall rise and grow till its branches overshadow the earth. You are few, but your work is the work of God. His smile is on you, and your children shall fill the land.'"

The main point to be remembered in connection with the early settlement of Montreal is, that it was the result of religious enthusiasm. That is shown by the name *Ville-Marie*, the original name of the city. It was an attempt to found in America a veritable

"Kingdom of God," as understood by devout Roman Catholics. The expedition was fitted out in France solely for that purpose, and the inception of the enterprise has many romantic particulars of "voices and revelations" and "providential occurrences" by which the zeal of its founders was supported and stimulated. They had need for all their enthusiasm, and opportunity for its exercise against the powerful Iroquois tribes, who determined to extinguish the infant settlement in the blood of the settlers. The character of Maisonneuve was a noble one. Duty was the guiding star of his life. When the governor of Quebec sought to dissuade him from settling at the "siège perilous" of Montreal, he replied:—"Monsieur, your reasoning would be conclusive if I had been sent to deliberate upon the selection of a suitable site, but the Company having decided that I shall go to Montreal it is a matter of honour, and I trust you will not be displeased that I settle my colony there." And again when further pressed:—"Gentlemen, if all the trees of the Island of Montreal were changed into Iroquois I am bound by honour and duty to go." A stately and chivalrous figure—this grand religious knight of antique mould. Any city might be proud of such a founder. But no monument records his devotion, no square, or public place, commemorates his name. We have Papineau Square, Chaboillez Square, Phillip's Square, Dufferin Square, Dominion Square, but no Place Maisonneuve. It would almost seem that "*devoir*" was only an *old* French word.

The city of Montreal is built upon a series of terraces which mark the former levels of the river, or of the ancient sea which washed the bases of the Laurentian hills to the north. The geological formation is Silurian, the surface rock being Trenton limestone. In rear of the mountain the Trenton limestone comes to the surface, and it is from these beds that the grey stone is procured of which the city is chiefly built. Along the margin of the river black shales of a higher

formation, the Utica, appear. The Island of Montreal exhibits no less than six different formations in the Lower Silurian. At St. Anne's, the western extremity, is the Potsdam sandstone. In that locality those curious perforations may be seen supposed to be worm burrows. Close to the Potsdam, near the railway station, the Calciferous formation comes up in a good locality for fossils. At the next station, Point Claire, the Chazy has a very extensive exposure; the stone for the Victoria Bridge was quarried there. A short distance further east the Black River limestone comes up, and at Montreal the Trenton limestone and Utica shales appear. The mountain which rises up behind the city consists of trap rock, which has forced its way through the limestone lying against it.

Mount Royal, from which the city derives its name, rises 700 feet above the river level. From its summit the whole Silurian plain spreads out in a panorama, broken only by the trap mountains, which suggest former volcanic disturbance. These hills lie in a line from N. W. to S. E., and mark a continuous dislocation in the rocks. Looking southwards, upon the left is Montarville; seven pretty lakes are concealed in the recesses of the mountain. Next is Belœil mountain with the ruins of a chapel upon the summit. A depression in the midst of this mountain is occupied by a lake of singular clearness and depth. Next, the Rougemont mountain rises from the plain almost concealing the Yamaska mountain behind it, and to the right the conical shape of Mount Johnson or Monnoir sharply breaks the level surface. Sixty years ago this prairie between the St. Lawrence and the Richelieu was very productive wheat land, but continual crops have run it out, and it now awaits the steam plough, the high farming, and the capital, which alone can draw out its capabilities.

At the time of the first arrival of the French, in 1535, a large Indian town existed on the site of the

present city, probably near the English Cathedral. The skeleton of an Indian, who had been buried in a sitting posture, was found recently near Mansfield street, together with various objects of Indian pottery. Jacques Cartier, who was guided then by the chief to the top of the mountain, describes the town as being fortified with palisades, and built in the form of a circle. It was surrounded by fields of grain which gave evidence of the settled character of the population and their comparative civilization. He learned that the name of the town was Hochelaga. The eastern ward of the present city, where Jacques Cartier probably landed, still retains that name, and it has also been retained as the name of the county. Jacques Cartier made no settlement in Canada, and no visit by Europeans to Hochelaga is recorded until seventy years later, when Champlain made an expedition up the St. Lawrence But the populous town described by Jacques Cartier had disappeared Two aged Indians alone were found to conduct him to the summit of Mount Royal, and relate the story of the ruin of their people. Many traditions survive of the fratricidal war which broke out after Cartier's departure. If we are to believe the historian of the Wyandots — Peter Dooyentate Clarke — himself a descendent of the tribe—the Senecas and Wyandots, or Hurons, lived side by side at Hochelaga, in peace and amity until, in an evil moment, a stern chief of the Senecas refused to permit his son to marry a Seneca maiden. The indignant damsel rejected all suitors, and promised to marry that man only who should kill the chief who had offended her. A young Huron fulfilled the condition and won the lady. But the Senecas adopted the cause of their chief and attacked the Hurons. At first they were unsuccessful, but the other tribes of the Iroquois assisted them, and the Hurons were driven westward, and were eventually almost exterminated by the implacable Iroquois. This romance of Hochelaga has found

no poet or novelist to embellish and immortalize it. Our dark-skinned Canadian Helen brought "unnumbered woes" upon her people, but until some Homer arises to narrate the particulars, we shall never know what tragic fate befell her. Some vestiges of Ilion even still survive, but Champlain saw no trace of the triple palisaded town elaborately described by his predecessor. He was struck with the advantageous situation of Montreal, and even made a clearing at Point-à-Callières which he called Place Royale, but did not carry out any design which he may have formed of founding a settlement.

The early history of Ville Marie is full of romance. Champlain sided with the Hurons in the bitter war which was raging at the time of his arrival, and the French for fifty years struggled with difficulty against the enterprises of those implacable enemies. Montreal, being nearer to the Iroquois cantons, chiefly felt their fury, and in 1660, the whole island up to the palisades of the town was swept by Indian war-parties. A deed of heroism by which Dollard and seventeen other Frenchmen devoted themselves to death alone saved the town. In 1665 the Marquis de Tracy arrived from France with the Carignan regiment. He defeated and punished the Iroquois and established forts at St. Therèse, Sorel and Chambly, to check their incursions. The two latter places still retain the names of the captains of his regiment who built the forts. Then Montreal rapidly grew into importance, and became the centre of the fur trade with the west, and of the expeditions to retaliate upon the English colonies, to the south, the atrocities which the Iroquois, the allies of the English, had inflicted upon Canada. From Montreal also started Joliet, Hennepin and La Salle on their adventurous career of western exploration.

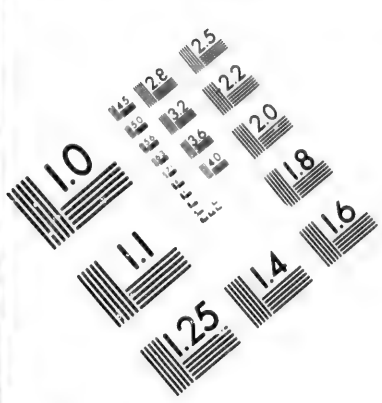
In 1722 Montreal was regularly fortified, with a bastioned wall and ditch, after plans by de Lery. The lane in rear of St. James street, now called Fortifica-

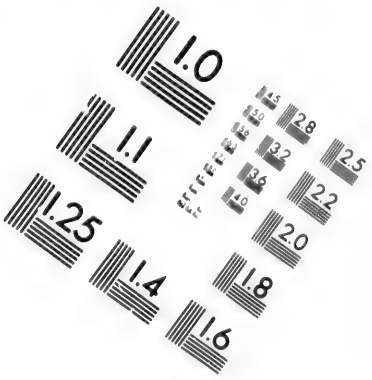
tion Lane, marks the line of the old walls demolished in 1808.

Upon Dalhousie Square stood the citadel. It had been the site of one of the seigniorial windmills, and was a high hill overlooking the town. When Earl Dalhousie was Governor-General, the site was granted to the city and the land levelled.

The station of the Canadian Pacific Railway stands upon the site of the barracks occupied, until 1870, by the English troops. They were called the Quebec Gate Barracks, and there a portion of the old deLery walls remained standing until 1881, when the ground was entirely cleared to make room for the depot. Then disappeared the last vestige and visible sign in Montreal of the French military power of former years. In an angle of the wall to the north the French Governors placed the Champ-de-Mars, still used as a parade ground, much extended and surrounded by trees in later times. The powder magazine stood as a detached building in St. James street; and the Recollet Gate in Notre Dame street, very near it, marked the western limits of the town.

Wolfe's victory, on the Plains of Abraham, resulted in the surrender of Quebec, but it was not until September of the following year 1760, that the French power in Canada was finally broken by the surrender of Montreal. On the same day the army of General Amherst from the English colonies, and of General Murray from Quebec, arrived before the walls. The city was not prepared for defence and de Vaudreuil had no adequate force for resistance. The long struggle was over, and the white flag of France went down before the fortune of the English race. It was a dear conquest for England, because the colonists, freed from all apprehension, became restive, and the English, proud of their victories, became more arrogant; so it happened that only sixteen years later British troops were, in their turn, surrendered at Chambly and St. John. The British





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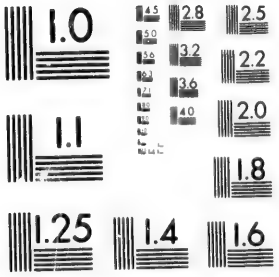
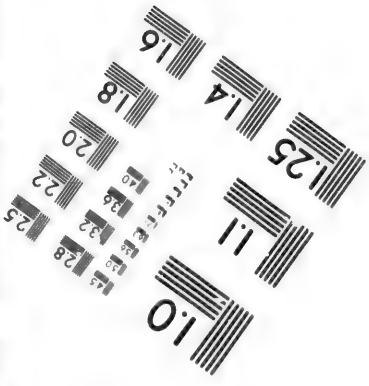
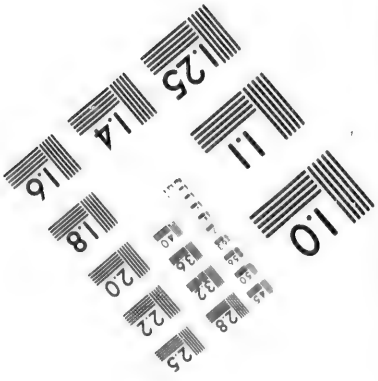






Governor escaped down the river to Quebec, and the Montrealers once more surrendered their city, but this time to Montgomery, commanding the army of revolted colonists. During the winter of 1776-7 the city was occupied by the troops of the Continental Congress, and the astute and plausible Franklin practised his persuasive powers in vain to induce the Canadians to join the revolt. In the spring of 1777 the advance of the British troops from Quebec compelled the invaders to evacuate Canada, and the British flag once more floated over the walls of Montreal.

The history of our city from thenceforth becomes dull and uninteresting. It is the ordinary history of a mercantile town. Growing trade, extending buildings, material progress, in all directions. A slight glow of romantic adventure still clung to it during the contest for the fur trade between the North-West and the Hudson's Bay Companies. The head-quarters of the former were at Montreal, and here the fur-kings of the North-West lived and spent their profits in generous hospitality. When the fleets of canoes went out with supplies or returned with peltries, the narrow streets of the old town were crowded with adventurous voyageurs, and picturesque with savage and semi-savage costumes. But all that passed away with the fusion of the two companies, and Montreal settled down to the humdrum life of ordinary trade. Still the mingling of different creeds, languages and races at Montreal adds even yet a charm of variety to the city which none who have lived there ever forget.

With this rapid sketch of old Montreal, we now pass on to the Montreal of to-day, and a weary tourist will naturally ask first for information about

HOTELS.

The Windsor Hotel, on Dominion Square, is one of the finest hotels in America, whether for style of

architecture, commodiousness, comfort or completeness. It is one of the chief of those palatial hotels peculiar to America, in which, under one roof every comfort and convenience of life can be found. The main entrance is from the Square and opens into the grand rotunda where are situated the hotel office, the waiting-room, the telegraph and ticket-office, the news-stand, coat-rooms, &c. Closely connected by passages are the wash-rooms, the billiard room, the bar, the barber's shop, a haberdasher's shop and a chemist's shop. The rotunda has a domed roof handsomely frescoed, and is lit from the top by large sky-lights. A handsome marble staircase leads to the grand corridor 180 feet long by 30 wide, out of which opens a suite of handsome drawing rooms. On the same flat is the main dining-room, 112 feet long by 52 feet wide, marble-floored, and beautifully frescoed. A smaller dining-room, 60 feet by 40, opens out of this. The bed-rooms are all supplied with hot and cold water, and are roomy and well warmed and ventilated. The hotel is handsomely and luxuriously furnished throughout, and its situation is healthy and airy. ($4.00 per day.)

The St. Lawrence Hall, on St. James street, ranks next to the Windsor, and is the most centrally situated hotel in the city. It is the next building west of the Post Office and close to all the banks and business offices. Until the Windsor was built, it was the most fashionable hotel. It has been enlarged and improved to meet every want of the travelling public. ($3.00 to $3.50 per day.)

The Richelieu Hotel, on St. Vincent street, and extending to Jacques Cartier Square, is a very large hotel, frequented chiefly by the French portion of the population. It is a good and well kept house. ($2.50 to $3.50 per day.) Those who prefer it may take a room at $1.00 per day and get their meals at the Restaurant, *à la carte*, or elsewhere.

The Albion Hotel, on McGill street, is a large and comfortable hotel frequented by country merchants—a good commercial hotel. ($2.00 to $2.50 per day.)

The American House, on St. Joseph street—much resorted to by dealers in horses and cattle—a comfortable hotel. ($2.00 to $2.50 per day.)

The Canada Hotel, St. Gabriel street, a French-Canadian hotel. ($2.50 per day.) Rooms all furnished for two guests.

The Jacques Cartier Hotel, Jacques Cartier Square—a small but comfortable hotel, patronized by French-Canadians. ($1.50 to $2.00 per day.)

The New York House, Lagauchetiere street. ($1.25 to $2 00 per day.)

Omnibuses attached to the chief hotels await the arrival of all trains and steamers, and the visitor would do well to take his seat at once in the omnibus bearing the name of the hotel where he wishes to put up. Checks for baggage may safely be entrusted to the porter who bears the badge of the hotel he represents.

Cabs and carriages in great number await all arrivals of trains or boats.

TARIFF OF CAB FARES.

One-Horse Vehicles.—From any place to any other, (provided the time occupied does not exceed twenty minutes) for one or two persons, 25 cents; three or four persons, 50 cents. From any place to any other, (provided the time occupied does not exceed half an hour) for one or two persons, 40 cents; three or four persons, 60 cents. When the drive exceeds the time limited as aforesaid hour rates to be charged.

By the Hour.—For the first hour, one or two persons, 75 cents; three or four persons, $1. For every subsequent hour: one or two persons, 60 cents; three or four persons, 75 cents.

Two-Horse Vehicles.—From any place to any other, (provided the time occupied does not exceed half an hour) one or two persons, 65 cents; three or four persons, 75 cents. When the drive exceeds the time limited as aforesaid, hour rates to be charged.

By the Hour.—One or two persons, $1; three or four persons, $1.25.

Fractions of hours to be charged at *pro rata* hour rates, but no less than one-quarter of an hour shall be charged when the time exceeds the hour.

Fifty per cent. to be added to the tariff rates for rides from 12 midnight to 4 a. m.

The tariff by the hour shall apply to all rides extending beyond the city limits when the engagement is made within the city.

Baggage.—For each trunk or box carried in any vehicle, 10 cents; but no charge shall be made for travelling bags, valises, boxes or parcels, which passengers can carry by the hand.

Carriages are very numerous in Montreal. For excursions, or for a drive round the mountain, or a visit to the cemetery a special bargain should be made. The best plan is to order a carriage at the office of the hotel, and thus prevent a wrangle. Strangers should avoid drinking largely of water on their first arrival. It is apt to cause diarrhœa when copiously drunk in hot weather. The ubiquitous pitcher of iced-water has invaded Canada from the South provoking incessant thirst.

Horse Cars of the Montreal City Passenger Railway run as follows:

From Mile End to Dorchester Avenue, by St. Lawrence, Craig, Bleury and St. Catherine streets West, every 8 minutes, from 7 a. m. to 7 p. m., and every 16 minutes from 6.15 to 7 a. m. and 7 to 10 p. m.; last car leaves Mile End Depot at about 9.30, and Dorchester Avenue at about 10.15 p. m.

Between Hochelaga and Atwater Avenue, St. Cunegonde, cars every 11 minutes, from 6.10 a. m. to 9.30 p. m., by way of St. Mary, Notre-Dame and St. Joseph streets.

Papineau Square to the West end of St. Antoine street, every 15 minutes, from 7 a. m. to 10 p. m.

St. Denis Street Line from Craig street to Mount Royal Avenue, from 7 a. m. to 9.30 p. m., every 15 minutes.

Omnibuses.—Leave Post Office for Point St. Charles every 20 minutes, from 6.30 a. m. to 9.30 p. m.

Fare on all lines 5 cents.

RESTAURANTS.

These abound in the central part of the city, especially in St. James Street and Notre Dame Street. The chief are :—

Freeman's, No. 231 St. James Street; Alexander's, 219 St. James Street; Compain's, No. 116 St. Francois-Xavier Street; The Bodega, No. 366 Notre Dame Street; Victor's, No. 145 St. James Street; Walker's No. 372 Notre Dame Street. Besides these, single meals can be had at the following hotels: Windsor, $1.00; St. Lawrence Hall, 75c; Richelieu, 75c; Albion, 50c; American House, 50c; Canada, 50c; New York House, 50c.

A stranger, having letters, would do well to obtain an introduction at the St. James' Club, in Dorchester Street, or at the Metropolitan Club on Beaver Hall.

MONEY.

English gold is a legal tender at the rate of $4.86\frac{2}{3}$ dollars to the pound, but silver money is not a legal tender, and passes under its proportionate value. United States' money is taken at par when in gold or paper, but silver coins are at a discount. There are many brokers' offices where money may be exchanged. Weir's and Picken's, near the Post-office, are good places, but the hotels all take foreign money at its proper value. The money in use in Canada consists of bank notes of $5 and upwards, and Government notes of $1 and upwards, all redeemable in gold on demand. The latter are a legal tender. The Canadian coinage is silver only, consisting of pieces of 5, 10, 20, 25 and 50 cents.

THE POST OFFICE

is on St. James Street at the corner of St. François Xavier Street, and almost facing the Place d'Armes. It is a large handsome building of grey limestone with mansard roof.

Mails for England close four times a week; for the United States twice daily. Canada is a member of the Postal Union, and the postage to all countries in the Union is 2½ pence stg. or 5 cents per half ounce. For all parts of Canada and the United States the rate is 3 cents. City or drop letters are one cent. Postal cards at two cents are provided for England and the Postal Union, and at one cent for Canada and the United States. Transient Newspapers are one cent. All postage must be prepaid. The regulations for Book and Parcels Post and for other mailable matter as well as the hours of departure can best be learned on inquiring at the Hotel office, as they vary from time to time.

COMMERCE OF MONTREAL.

The River St. Lawrence is 1,500 miles long and drains an area of 330,000 square miles. From Montreal to Quebec, a distance of 160 miles, its width varies from one to two miles. From a short distance below Quebec to the Gulf of St. Lawrence it varies from 10 to 35 miles in width. Half way between Montreal and Quebec it widens out into Lake St. Peter, which is 20 miles long and 9 wide.

At Quebec the tide rises 14 feet, but it ceases to be observed at the lower end of Lake St. Peter. The depth of the river is so great that the largest ocean steamers may be found loading or discharging in Montreal harbour. From Quebec to Montreal the depth, excepting for a distance of 30 miles, mostly in Lake St. Peter, is never less than 30 feet. The work of deepening the channel on the flats of that Lake was

commenced in 1851 by the Harbour Commissioners of Montreal, and has been steadily continued so that now a depth of 25 feet at lowest water has been attained. Owing to these great efforts, the largest ocean vessels are able to reach our port. In carrying on these works 8,500,000 cubic yards had to be removed. The ship channel so deepened is 300 feet wide at its narrowest point. Work is being steadily continued and will not cease until a depth of 27½ feet is attained.

The distance from Montreal to the Atlantic Ocean is a little under 1,000 miles, or to be precise, it is 986 miles from Montreal to the Straits of Belleisle. The city is 250 miles above salt water, and it is 315 miles nearer to Liverpool than is the City of New York. One-third of the whole distance to Europe by way of the St. Lawrence is in comparatively smooth water. Westwardly the distance from Montreal to Chicago by the St. Lawrence system is 1,261 miles, or 158 miles less than the distance from New York to the same city, while the canals of the St. Lawrence system aggregate only 70 miles, against 350 miles of artificial navigation by the Erie Canal to Buffalo. From these few facts the importance of Montreal as a centre of commerce can be estimated.

The Harbour.—No visitor to Montreal should fail to walk along the river front, and inspect the wharves and quay. These were designed during the vigorous administration of Lord Sydenham. A solid *revetement* wall runs along the whole river front of the city, commencing at the Lachine canal, and continuing to the Current St. Mary; a distance of one and a half miles. As the wall forms the outer edge of the river-street, that street is open to view from the river for its whole length. The wharves at which the ships discharge are ten feet below the level, so that the pedestrian standing upon the wall and leaning against the protecting rail, may see at a glance the whole busi-

ness of the port spread out below him. Close to the canal are the basins for the Allan line of steamers from Glasgow and Liverpool, then follow steamers from the Maritime Provinces and different European ports, then sailing ships, then the sheds of the London line of steamers and the Dominion line from Liverpool; then follow the splendid river boats plying between Quebec and Montreal; then succeed a crowd of smaller river steamers, wood barges, and, finally, sailing ships and steamers as far as Hochelaga. Here lie, at a distance of 900 miles from the ocean, vessels from all the ports of the world, from England, with iron, dry goods, and general goods; from France and the Mediterranean with wines and groceries; from Germany, with glass and general goods; from China, with tea—alongside of vessels loading with return cargoes of grain, cattle, lumber, mineral phosphates and other productions of Canada. The wharves are not disfigured by unsightly warehouses, but the river street is as clear as a Parisian quay.

The maritime importance of Montreal will perhaps best be illustrated by an enumeration of the regular lines of ocean steamships which trade to the port, they are:—

Allan Mail Line, weekly to Liverpool.
Allan Line, weekly to Glasgow.
Dominion Line, weekly to Liverpool.
Beaver Line, weekly to Liverpool.
Donaldson Line, weekly to Glasgow.
Temperley Line, fortnightly to London.
Ross Line, fortnightly to London.
Great Western Line, fortnightly to Bristol.
Thomson Line, fortnightly to Newcastle-on-Tyne, via London.
Hansa Line, fortnightly to Hamburg.
White Cross Line, fortnightly to Antwerp.
Quebec Steamship Line, fortnightly for ports on the Gulf and Prince Edward Island.
Montreal and Acadian Line, fortnightly to St. John's, Newfoundland.
Black Diamond Line, to Charlottetown, Pictou and St. John's, Nfld.

Besides these, there are numerous steamers trading to the port which do not belong to any regular line. The fleet of river steamers plying to the different towns on the St. Lawrence and its tributaries adds to the busy appearance of the harbour.

The statistics of the business of the port for the year 1883, are:—

Total value of exports	$27,277,195
" value of imports	43,718,549
" customs duties collected	7,698,796
" tonnage	664,263
" sea going vessels	660

Of these last 464=605,805 tons were steamships.

Only 9 per cent. of the vessels arriving from sea were sailing vessels, showing that Montreal has become almost entirely a steamship port.

The quay or *revetment* wall extends down to the Current St. Mary, but the wharves are continued much further down the river as far as the Hudon Cotton Factory. The total length of wharf accommodation is 4·57 miles, of which two-thirds is for ships drawing 25 feet of water. The port possesses every convenience for loading and despatching ships, such as steam elevators for grain and appliances for shipping cattle.

The following extract from the records of the Corn Exchange gives the chief items of export during the yeas 1883:—

Wheat	5,008,167	bushels.
Maize	4,530,731	"
Peas	1,666,334	"
Oats	155,431	"
Barley	142,354	"
Rye	175,960	"
Flour	1,552,484	cwts.
Meal	185,676	"
Potash	35,140	"
Butter	159,663	firkins.
Cheese	991,940	boxes.
Bacon	73,048	"

Lard	52,423	tierces.
Meats	11,923	barrels.
Oxen	50,345	animals.
Sheep	102,347	"
Apatite	17,160	tons.
Lumber	16,964,478	feet.
Deals	23,094	standards.

In order to give greater despatch the harbour is lighted by the electric light under the Brush system, so that ships are loaded or discharged at night as well as during the day.

On a market day, that portion of the harbour allotted to river craft assumes a very lively appearance. Much of this business is in the hands of the Richelieu and Ontario Navigation Company, but there are many independent boats. That Company has a line of magnificent steamers to Quebec, leaving Montreal every evening upon the arrival of the daily steamer from the Lake Ontario ports. It has a direct boat for Three Rivers twice a week, a daily boat for Terrebonne, and a boat twice a week for Cornwall. There is also a service on the Richelieu twice a week and upon the Yamaska. These river boats, with the ferry steamers, and steam tugs, fully occupy the wharves near the Bonsecours market.

Lachine Canal.—The St. Lawrence, upon whose abundant waters this fleet rests, becomes, a few miles west of the city, completely unnavigable, owing to the Lachine rapids or Sault St. Louis. The Lachine Canal, which debouches into the harbour of Montreal, is the first of a series of magnificent works by which the trade of the west is brought to our doors. It is eight and three quarter miles long, and overcomes a total rise of 45 feet, its width varies from 163 to 208 feet and it has five locks, 270 feet long and 45 feet wide. Vessels drawing 12 feet can pass through it.

In the spacious basins of the Lachine Canal, assemble the steamers, schooners, barges and propellers which

carry on the traffic with the upper river and lakes. While the wharves of the harbour proper are shore wharves and piers, the wharves of the Canal are all enclosed basins or docks. These last afford a total wharf frontage of 3:30 miles, of which one third of a mile is for eighteen feet of water and the remainder for twelve feet, in addition to the wharfage of the harbour as previously given. The total number of inland vessels which arrived in 1883 was 5477, and the total inland tonnage was 764,721. The inland tonnage has decreased of late years as the railway system has been extending.

The waters of Lake Champlain drain into the St. Lawrence by the Richelieu, but there are rapids on the latter river which are overcome by a canal. Lumber is exported to, and coal imported from the United States by that route. The extent of the water-ways opened up by means of the western canals, may be seen by a glance at the map. They reach through all the great lakes—to Duluth and Fort William on Lake Superior, Chicago and Milwaukee on Lake Michigan, Collingwood and Goderich on Lake Huron, Buffalo and Cleveland on Lake Erie, Hamilton, Toronto, Kingston and Oswego on Lake Ontario. Then the Ottawa river 600 miles long flows into the St. Lawrence at Montreal and brings the trade of all its vast valley. The rafts of timber from the Ottawa and its tributaries for shipment at Quebec, are not seen at Montreal. They always pass down behind the island by the Riviere-des-Prairies, which falls into the St. Lawrence below the city. The rapids of the Sault-au-Recollet on that branch of the Ottawa are not so formidable as the Lachine Rapids or Sault St. Louis.

Leaving the Lachine Canal for the upper waters are many independent steamers, besides steam tugs for the barges and returning lake craft. A weekly line of steamers runs to Duluth at the head of Lake Superior. Another weekly line runs to Chicago at

the head of Lake Michigan. A daily line leaves for Hamilton at the western end of Lake Ontario, and another daily line for Ottawa on the Ottawa river. All these call at the intermediate ports. The grain exported from Montreal is for the most part transhipped into barges by steam elevators at Kingston. It arrives there from Chicago, Milwaukee, Toledo, Detroit, and other western ports in lake craft—usually schooners. Some of it comes by rail from Goderich, Collingwood or Midland City, on Lake Huron, and this route is gaining upon the former: but, in any case, at Kingston the grain is loaded into canal barges, each carrying 18,000 to 20,000 bushels, which are towed down the canals by propellers and put alongside the ocean ships at Montreal. There is an economy in transhipment, because each kind of craft is constructed to comply with all the varied conditions of the long inland route. Besides in the summer months, the handling of the grain helps to keep it in good condition.

Tourists who wish to go westward by the boats of the Richelieu and Ontario Company, can avoid the delay of the canals by taking the Grand Trunk Railway to Prescott or Brockville. They can leave six hours later and catch the steamboats at those ports, by this means passing through the Thousand Islands and Lake Ontario, and avoiding the heat and dust of the railway cars. It does not answer, however to take the boats when close connections have to be made and time is limited.

THE RAILWAYS OF MONTREAL.

It is not sufficient in these days that a city should be situated at the intersection of great water-ways, it is also necessary that it should be the centre of converging railways. During the past few years Montreal has made great advances in this respect, and in a very short time the city will possess the same rela-

tive position of importance in winter by railway, as it does in summer by steamships.

The Grand Trunk Railway is of first importance. By it Montreal is connected with the western provinces, and with Chicago and the Western States. On the south it connects at Rouse's Point with the railways for New York city, for Ogdensburg and the whole system of roads in western and southern New York. At St. Johns it connects with the roads to Boston and New England. On the east it reaches the seaboard at Portland, and at Quebec it connects with the Intercolonial Railway, and thus with the Maritime Provinces. By the North Shore Railway it has a more direct connection with Quebec. It passes through Sherbrooke, the chief city of the Eastern Townships. It is in reality, as well as in name, the Grand Trunk Railway of Canada, for with it is now amalgamated the Great Western Railway to Detroit, and its aggregate length is 4,524 miles. At Montreal the workshops and the head offices are located, and here the railway crosses the river by a bridge which is one of the great engineering works of the world. A handsome and commodious building has been erected for the chief offices of this company at Point St. Charles. The far reaching lines of this great system are shown upon the map at p. 28.

The Central Vermont Railway.—This is a very favourite route, either to New York or Boston. It crosses the Richelieu River at St. Johns, and runs down on the eastern side of Lake Champlain to Troy, where it connects with the Hudson River Railway. For Boston it connects at White River Junction with the New England roads. It is now controlled by the Grand Trunk Railway.

The South Eastern Railway is another most important road. By this Montreal is connected with the

whole system of New England roads, with the seaboard at Boston, and with many beautiful routes through the White Mountains—the Switzerland of North America. It now forms part of the Canadian Pacific System.

The Canadian Pacific Railway.—This railway is fully noticed at page 29. The station is at Dalhousie Square. From Montreal the whole valley of the Ottawa is now accessible, and an alternative route to Toronto, via Ottawa has been opened. North of the city it has branches to St. Jerome, St. Lin, and St. Eustache. On the south of the city a branch is under construction to Sherbrooke. A new bridge is designed in connection with this system to cross the St. Lawrence four miles above the city.

Besides these greater systems of railway there are several minor roads from Montreal, such as that to Sorel on the Richelieu, to Huntingdon at the south-west corner of the Province, and to Lachine.

All the railways are connected with the shipping by a line of rails upon the wharves the whole length of the city, which is worked by the Grand Trunk Railway under the supervision of the Harbour Commissioners for the convenience of all the companies and in the interests of the trade of the port. In the rear of the mountain the Jacques Cartier railway connects the eastern and western roads.

The Victoria Bridge.—This wonderful triumph of engineering skill was completed in 1859, from the designs of Robert Stephenson and A. M. Ross, ably carried out by the energy of James Hodges. The bold idea of a bridge to span the St. Lawrence did not originate with them, as, in fact, the Honourable John Young in 1847, and Mr. T. C. Keefer in 1851, had, long before the English engineers came out, demonstrated its feasibility and pointed out the location which was afterwards, with slight modifications, adopted. The

engineers skilfully availed themselves of a ledge of rock, which crosses the river from Point St. Charles to St. Lambert's, upon which to found their superstructure.

The bridge is 9,184 feet in length. There are 25 tubes, which are supported by 24 piers, and the two terminal abutments, or, to be more precise, there is a centre tube and, on either side, six pairs of double tubes. The centre tube is detached at both ends; and the double tubes are bolted together and to the piers at their inner junction, and free at their outer ends. These free ends rest upon rollers, and, as openings are left between each set of double tubes, the expansion and contraction caused by the extremes of Canadian climate are amply provided for. The tubes are of wrought boiler plate iron, built up with most careful calculation of varying thickness of plate, and stiffened with angle-iron. They are of the uniform breadth of 16 feet, and are arranged for a single track within. Their height varies from 18 feet 6 in. at the terminal tubes to 22 feet for the centre tube. The centre tube is 60 feet above the summer level of the river. Besides the openings for expansion, windows are placed in the tubes to afford light All the spans are uniformly of 242 feet excepting the centre, which is 330 fe t.

The piers are built of limestone of the same formation, the Chazy, but taken from two localities, one at Pointe Claire, on the Island of Montreal, and the other at Isle Lamotte, in Lake Champlain.

The dimensions of the piers at the summit are 33 feet in the line of the river by 16 feet in the line of the bridge. They descend to a point 30 feet above summer level, very gradually increasing in size. At this point the masonry is extended horizontally 10 feet on the up-stream side, from whence it descends, at an angle of 45 degrees, to a point 6 feet below summer level, and thence perpendicularly to the bed of the river. The main increase in the size of the piers is thus upon the up-stream side; the other sides, however,

increase slightly as they descend. The current runs at the bridge at the rate of seven miles an hour, and the pressure of the ice when piling and shoving in the spring and fall is enormous. The horizontal gain of 10 feet in the up-stream dimension of the piers prevents the ice from reaching the shaft, and the sharp edges to which the piers are brought upon that side form saddles upon which the ice cannot rest, but must break asunder or glide aside. The dimensions of the piers at their foundation are 92 feet by 22½ feet. The abutments are 242 feet by 34 feet at the top and 290 feet by 92 feet at the foundation. The entrance is between high parapets of massive masonry, hewn in Egyptian style. Over the entrance, cut into the lintel is the inscription :—

ERECTED A.D. MDCCCLIX.
ROBERT STEPHENSON AND ALEXANDER M. ROSS,
ENGINEERS.

Over the lintel, just in front of the first tube, is inscribed :—

BUILT BY JAMES HODGES
FOR SIR SAMUEL MORTON PETO, BART.
THOMAS BRASSEY AND EDWARD LADD BETTS
CONTRACTORS.

The iron for the superstructure was all prepared at Birkenhead and sent out, each piece so marked as to go readily into its place. The first stone was laid on July 20th, 1854, and the first passenger train crossed December 19th, 1859.

The following data, from Mr. Legge's excellent little book about the bridge, are given for the benefit of visitors who may be fond of figures :—

Cubic feet of masonry, 3,000,000 feet; tons of iron in tubes, 8,250; number of rivets, 2,500,000; painting on tubes, 30 acres, four coats, equal to 120 acres; force employed, 3,040 men, 142 horses, 4 locomotives. Total cost 6,300,000 dollars.

Strangers desiring to visit the bridge will require to obtain a pass from the Grand Trunk Railway office at Point St. Charles.

Manufactures of Montreal.—Montreal is not only a centre of commerce, but the most important manufacturing city in the Dominion. The manufacture of boots and shoes employs about 3,000 hands, and the product of the numerous factories is enormous. The largest sugar refineries in Canada are at Montreal. The largest cotton mill in the country is that of the Hudon Company, at Hochelaga. There are two silk factories, a large rubber factory, many large clothing factories employing in the aggregate 2,500 hands; factories of cards, boxes, paints, soaps, cements, drugs. On the canal are saw-mills, sash factories, rolling mills, nail works, engine and machine works. There are five establishments for making sewing machines. The edge tools—axes, augers, &c., of Montreal make are celebrated for excellence. At the machine shops of the Grand Trunk and Canadian Pacific Railway everything connected with railway machinery is manufactured. There are carpet factories, rope factories, large binderies, large printing offices. Over 2,500 hands are employed in the tobacco factories; over 300 in the breweries. To give an account of the various manufacturing industries in the city would require more space than can be afforded in a guide book.

WATER WORKS.

The water supply of the city is taken from the St. Lawrence, about one mile above the head of the Lachine rapids, at a point 37 feet above the summer level of the harbour of Montreal. One branch of the aqueduct starts at that point, and another branch starts from a point 3,000 feet above. Both unite and form a canal, 26,200 feet long, to the Wheel House at the west end of the city where there is a large settling

pond. The Wheel House is a substantial stone building, containing water wheels and steam engines, by which the water is pumped either directly into the city mains, or into the large reservoir. The water from the wheels after it has done its work of pumping is carried away into the river by a tail-race 3,500 feet long. There are two reservoirs; the larger is at the head of MacTavish street on the side of the mountain, 204 feet above the level of the river. It is 810 feet long, 377 feet wide, and 24 feet deep. It is dug out of the solid rock, and contains 36½ millions of gallons. From it the water is pumped by a steam engine to the small reservoir, 200 feet long by 80 feet wide, situated 218 feet further up on the mountain side. This has a capacity of two millions of gallons, and supplies all the city above the level of Sherbrooke Street. All the work has been constructed in the most substantial manner, and is worth the inspection of those interested in engineering matters. It cost the city six million dollars, which amount was raised by bonds secured by the water-rates. The average daily consumption of water in 1883 was 10,552,174 gallons.

PARKS AND SQUARES.

Mount Royal Park.—Kind friends from the upper provinces sometimes ask, in the conclusive manner generated by the free air of the west, "What would your town be without the mountain?" To which the Montrealer is constrained meekly to reply, "Not very much, for if the mountain were levelled, our city would look as dull as any of the flat western towns." But then Montrealers have no intention of flattening out their mountain, for although they are reminded by strangers from the east that it is a very small mountain—nothing but a hill in fact—they are proud of it such as it is, and do not wish it to be higher. They feel that it is a great ornament to their city, and it answers their purpose much better than Mont

Blanc or Mount Washington would, because, being the height it is, they have been enabled to turn it into a park which is their delight, and will be that of their children.

The Mountain Park covers 430 acres. It was acquired by the city in 1874. It is under the control of three commissioners, members of the City Council, who have secured the professional assistance of Mr. Frederick Law Olmstead, of New York, a gentleman of great artistic taste and wide experience in landscape gardening. Under his advice the park has, for the most part, been laid out, as far as it has been laid out at all. In reality very little has been done excepting the construction of roads, for the work of laying out such a park as this is not one which can be hurried. Indeed, any "laying out" in the strict sense of the word is very earnestly to be deprecated, for the mountain already possesses so many natural advantages that it is far easier to spoil it than to improve it by a lavish expenditure of money. In an admirable little book written by Mr. Olmstead upon the subject of the artistic development of this property, he shows that it is only by following in the lines which nature has already laid down, and by bringing these half hidden, but characteristic beauties fully to light by the resources of art, that the most can be made of the wonderful possibilities of the place.

In preparing his plans, Mr. Olmstead has adopted names expressive of the characters of different parts of the park. He calls the highest parts of the mountain where the soil is thin and rocky, and the aspect is arctic, the Upperfell. Lower, on the southern spur, near the spot known to natives as "the Pines," is what he calls the Brackenfell, from the abundance of ferns found there. Opposite the Brackenfell, to the west, lies an expanse of rolling, grassy, park-like turf, this he calls the Glades. The steep declivities around which winds the ascending road he calls the

Cliffs. The forest land through which this road passes is the Underfell. The bare land towards the north, near the upper reservoir, he calls Cragsfoot. At the north end of the mountain is Piedmont, and the level plain which stretches out towards St. Jean Baptiste village, known vulgarly as Fletcher's Field, he designates Côte Placide. Following out the indications expressed by these happily-chosen names, we may grasp the whole idea of the artist in designing the plan, and understand what he means by following in the lines which nature has traced. The vistas of the Glades must not be obscured, nor the Fells deforested, nor the wildness of the Crags moderated, nor the breezy uplands of Piedmont obstructed, nor the grassy expanse of Côte Placide cut up and disfigured, but whatever is done must be subordinate to the genius of the place. The approaches to the park are from Bleury and Peel streets. Description of scenery is more the province of the poet than the writer of guide books. Those who visit it will see for themselves, and those who do not can obtain no adequate idea from a verbal description.

The views over the surrounding country are exceedingly fine. On the south is the level prairie dotted with villages, from Laprarie, in the distant bay on the right, to Varennes. The mountains rising abruptly from the plain are, commencing from the west, Monnoir, or Mount Johnson, Shefford, Rougemont with the Yamaska Mountain behind it, Belœil and Montarville. In the remote distances are the Adirondacks in New York, and the Green Mountains in Vermont. From the east end the spectator looks down the valley of the St. Lawrence, and may see to the left the course of Rivière-des-Prairies to its junction below the island; far off on the left are the Laurentian Hills. But thoroughly to enjoy the beauties of the Mountain Park the tourist should follow the roads across the Glades westwards and cross the Protestant Cemetery to the Belvedere con-

spicuous on the western summit. From that point the lower valley of the Ottawa opens out. The Lake of Two Mountains, Lake St. Louis, the two northern mouths of the Ottawa, and the fertile island of Montreal are spread out as upon a map, while on the one hand the Protestant Cemetery, and on the other the Catholic Cemetery glisten with monuments shining through the foliage.

Omnibuses leave the post office for the Mountain Park at short intervals in fine weather. Refreshments can be had during the season at the restaurant on the summit, near Peel Street steps. Pedestrians can reach the top of the mountain by steps above Peel Street or above University Street. There are also many paths of easy grade.

St. Helen's Island.—This island was a few years ago opened to the public for a park. It commands an excellent view of the city, and being beautifully wooded, is a pleasant place for a ramble. Access is obtained by the steamer Filgate, which plies regularly to it from the wharf opposite the Bonsecours market. Refreshments can be had on the island, and swings and other amusements are provided for children. There is a swimming bath at the lower end. The island is named after Helen Boullé, the wife of Champlain. She was the first European lady who visited Canada. It belonged at one time to the Barons of Longueuil, but was sold to the British Government, who used it for many years as a depot for military stores and a station for troops. The fort and barracks still remain.

Viger Square, in St. Denis street, has been very prettily laid out with gardens and conservatory for the accommodation of the eastern part of the city.

The Champ-de-Mars, upon Craig Street, in rear of the Court House, is a fine exercise ground for troops,

240 yards long by 120 wide. It is surrounded by a line of Lombardy poplars. It belonged to the Imperial Government, and in former years, when British troops were stationed in Canada they were paraded here, and the place was a favourite resort of strangers. Then it was kept trim and in good order. Now it seems to be a no-man's land. It is really owned by the Dominion Government, which spends money very reluctantly at Montreal, except to increase its facilities for collecting taxes.

Jacques Cartier Square, near the City Hall and Court-house, has a fine outlook upon the river. This square is ornamented by two Russian guns, trophies from Sebastopol, and presented to the city by the Imperial Government. A column surmounted by a statue of Lord Nelson is placed at the head of the square. It was erected in 1808, by the merchants of Montreal, shortly after the death of the Admiral at Trafalgar.

Victoria Square, at the western end of St. James' street, is upon the site of the old hay-market. Upon it is a colossal statue of the Queen in bronze, by Marshall Wood, an English artist.

Dominion Square is upon the rising ground more to the west. It is the finest square in Montreal as to site. The Windsor Hotel, the new Cathedral of St. Peter, St. George's Church and Rectory, and many other churches close to it give it importance architecturally. It also commands a fine view of the mountain. During the winter carnivals the ice-palaces were erected here.

Place d'Armes, which for stately buildings is worthy of attention. The Church of Notre Dame forms one side, and the other three sides are occupied by fine buildings. The Bank of Montreal is conspicuous with

its Grecian front. Next is the Canada Pacific Railway office. Upon the eastern side, with ornamental front and mansard roof, is the Jacques Cartier Bank. The Ontario Bank is opposite. At the corner, in Ohio stone, is a building now occupied as the Royal Insurance Office. The Seminary of St. Sulpice, adjoining the Church, with its mixture of architecture, half of the present day and half the Norman French style of two centuries ago, is a fit emblem of old Montreal, now fast changing into a new city.

PUBLIC BUILDINGS.

The Court House, situated in Notre Dame street, between the Champ de Mars and Jacques Cartier Square, is a handsome building of grey Montreal limestone, in the Grecian style, 300 feet long, 125 feet wide, and 76 feet high. All the Courts have their sittings here, and offices are provided for all the departments of the administration of justice. The building is divided by iron sliding doors into fireproof compartments. The Advocates' Library, which occupies a portion of it, is very complete in the subject of old French civil law.

Bonsecours Market., on St. Paul street near Jacques Cartier Square, is a very large and substantial building, which the tourist who wishes to see the Lower Canadian peasantry would do well to visit on a Tuesday or Friday. Under this one roof, and from the market carts and booths around, every sort of eatable can be purchased, from maple sugar to mutton and fish. Vegetables of all sorts testify to the fruitfulness of the surrounding country. All sorts of cheap clothing, baskets, little shrines, images and wooden shoes, are displayed to tempt the rustic purse, and restaurants of primitive style to tempt the rustic stomach. A poor man of simple taste finds here everything h may require for horse or person. There

are six other markets in the city, but this is the one best worth a visit. The length of this building is nearly 500 feet, and its appearance when crowded on a market day is very lively.

The Custom House is a handsome triangular building with a tower, situated on the river-front, on a lot of land formerly called Pointe-à-Callières, because, in old French days, when the little stream, now covered in, was visible, it separated this point from the city, and Monsieur de Callières' house was built there, outside of the walls, which then followed the line of the north side of the present street. As pointed out at p. 148 this is the spot where Champlain made the first clearing and Maisonneuve assisted at the first Mass.

The Examining Warehouse is further westward on the river-front, near the entrance to the Lachine Canal. It is a very commodious stone building, with every appliance for storing and handling goods.

The City Hall.—This is a very imposing building close to the Court House. It is 485 feet in length, and is built in an adaptation of modern French style, with lofty mansard roofs and central pavilion. All the municipal offices are in this building including the water-works and fire-alarm offices. The Recorder's Court and Police office are in the basement. The city is governed by a Mayor, elected annually, and thirty aldermen. Three aldermen, one of whom retires every year, are elected by each of the ten wards of the city.

The Harbour Commissioners' Building.—This commission consists of members nominated partly by the Montreal Board of Trade, the Corn Exchange and the City Council, and partly by the Dominion Government. Its duties are to watch over the harbour, to keep the wharves and quays in good repair, to extend

them when required, to allot places to incoming vessels, and generally to supervise all matters connected with the commerce of the city other than the collection of custom duties. The Board has also care of the channel of the river and supervision of the pilots as far as Quebec. Under its direction all the operations of dredging and removing shoals have been carried on for a long series of years, and to its enlightened views of the destiny and capabilities of the city are due the present commodiousness and efficiency of the port. The plant engaged in this work consists of eight steam dredges, two stone-lifting barges, and eight tug-boats.

The commission occupies a large cut-stone building adjoining the Examining Warehouse. In the basement of the building the engines for the electric lamps which light the harbour are placed.

The Inland Revenue Office is a building on Custom House Square, in old times the market place of the town. The present building was erected in 1836 for a Custom House.

The Board of Arts and Manufactures is a commission nominated by the Government of the Province of Quebec for holding industrial exhibitions, carrying on schools of technical art, and generally watching over the industrial interests of the province. It occupies a large building at the east end of the Champ-de-Mars. A complete set of the British Patent Office publications may be consulted in the library of this Commission. The Exhibition buildings and grounds are at the Mile End.

The Board of Agriculture is constituted similarly to the preceding, and has care of all public interests relating to agriculture. It holds exhibitions annually in conjunction with the former Board. Its offices are in the same building as the above.

THE CHURCHES OF MONTREAL.

From what has been said concerning the early settlement of Montreal, a stranger will be prepared to find a large number of churches. Tourists are always struck with this peculiarity, and Mark Twain, in a speech at a public dinner at the Windsor Hotel, said that he "never was in a city before where one could not throw a brick-bat without breaking a church window." The action and reaction constantly going on in a community containing an unusual number of earnest men of all conceivable shades of ecclesiastical opinion naturally excites a corresponding amount of zeal which has crystalized into stone and mortar. There is, however, a vast amount of tolerant feeling in religious matters which quietly tides over disputes when they threaten to be dangerous, and demonstrates, alike in Protestant and Catholic, the falseness of Rousseau's maxim that "it is impossible to live at peace with people whom one believes to be eternally lost." In the old times, just after the conquest, the Protestants used one of the Roman churches for worship after the morning Mass. For twenty years after 1766 the Church of England people occupied the Church of the Recollets every Sunday afternoon. The Presbyterians used the same church before 1792, and when the congregation moved to their first church in St. Gabriel street they presented to the priests of the Recollet Church a gift of candles for the high altar and of wine for the Mass, as a token of good-will and thanks for the gratuitous use of the church. These days have passed away, and every congregation now has its own church. Many of the buildings are very handsome. Commencing with the Roman communion there are the

Cathedral of St. Peter.—This building, which is now in course of construction, occupies one of the finest sites in the city, at the corner of Dominion Square and

Dorchester Street. It is designed to reproduce, on a smaller scale, all those features of St. Peter's at Rome which are suited to the climate. It will have a similar façade, in classic style of architecture, and be surmounted by a similar dome. The ground plan is cruciform, like its prototype, and the arms of the cross are rounded both at the tribune and at the ends of the transept. It is to have a grand portico surmounted by statues, and smaller domes are to light the side chapels and tribune. The roof, however, will be sloping in order to throw off the snow. With this alteration the church will be a reproduction of the grand Basilica. The dimensions are as follows:—Length of main building 300 feet, portico 30 feet, total length 330 feet, breadth at transept 225 feet, height from pavement to ridge of roof 80 feet, height of dome with lantern, ball and cross 250 feet, diameter of dome upon the inside 70 feet, width of nave 40 feet. These dimensions are as near as possible one half of the great Roman church, and still the building will surpass all other churches in Canada as to size. The exterior is plain, but the intention is to make the interior as magnificent as possible, after the manner of Italian churches. The present humble cathedral in brick will no doubt be swept away on the completion of this. The large building in the rear, facing towards the river, is the Bishop's palace. The whole design originated with Monsigneur Bourget the former Bishop, now Archbishop *in partibus*, after his church and palace in St. Denis street had been destroyed in the great fire of 1852. Like its great prototype it was commenced before the money to finish it was all in hand, and the work is stopped awaiting further contributions, which will no doubt come in due time.

The Parish Church of Notre Dame, erroneously called by many the Cathedral, stands upon the Place d'Armes. It is built of cut limestone, in the Gothic style, and is much admired for its plain and simple stateliness. The

length of the church is 255 feet, and its breadth is 134 feet. It will easily accommodate 10,000 persons, but when crowded as it sometimes is, it actually has contained 15,000 people. The two principal towers are 227 feet high, and afford from their summit a broad panorama of the country around. The interior has been recently decorated in a somewhat florid manner. The carved woodwork of the choir is especially fine. It represents under the various biblical types the sacrifice of Jesus Christ. At high Mass, when crowded with worshippers and when the choir is filled with robed ecclesiastics, officiating at the stately ceremonies of the Roman church, the effect is very imposing. The south-west tower is opened in summer; an elevator is provided and visitors may ascend to the top on payment of twenty-five cents. There are ten bells in the towers, making a chime upon which, on great occasions, tunes are played. Besides these there is a very large one "Le Gros Bourdon," called Jean Baptiste, weighing 29,400 lbs., the largest bell in America. The two largest of the other bells are christened Maria-Victoria and Edward-Albert-Louis. They weigh respectively 6041 and 3633 pounds. As for the view from the summit, Mr. W. D. Howells thus describes it:

"So far as the eye reaches it dwells only upon what is magnificent. All the features of that landscape are grand. Below you spreads the city, which has less that is merely mean in it than any other city of our continent, and which is everywhere ennobled by stately civic edifices, adorned with tasteful churches, and skirted by full-foliaged avenues of mansions and villas. Behind it rises the beautiful mountain, green with woods and gardens to its crest, and flanked on the east by an endless fertile plain, and on the west by another expanse, through which the Ottawa rushes, turbid and dark, to its confluence with the St. Lawrence, then those two mighty streams commingled flow past the city, lighting up the vast champaign country to the south, while upon the utmost southern verge, as on the northern, rise the cloudy summits of far-off mountains."

This is gratifying, coming from the author of such books of travel as "Venetian Life" and "Italian Journeys." Mr. Howells is an enthusiast upon Montreal; he continues:

"As our travellers gazed upon all this grandeur their hearts were humbled to the tacit admission that the colonial metropolis was not only worthy of its seat, but had traits of a solid prosperity not excelled by any of the abounding and boastful cities of the Republic. Long before they quitted Montreal they had rallied from this weakness, but they delighted still to honour her superb beauty.

The present church occupies almost the same site as one built in 1672; it was a long, low structure with a high pitched roof and stood out across Notre Dame street. It was pulled down in 1824 to make room for the present building, which is one of the largest churches on the continent. The architect was James O'Donnell. He was born a Protestant, but during the erection of the church became a Roman Catholic and is buried in the crypt.

Notre Dame de Bonsecours.—Sister Marguerite Bourgeois founded this church in 1673. It was built for the reception of a miraculous statue of the Virgin, which was entrusted to her by the Baron de Fancamp, a priest, and one of the original proprietors of the island. Sister Bourgeois' church was burned in 1754, and in 1771 the present church was erected. It is a quaint old church, in a style scarcely met with out of Normandy, and should be visited in connection with the Bonsecours market, which stands close to it. The internal decorations were formerly in the old Parish Church of Notre Dame. Shops are built up against it after the manner common in old European cities. Very nearly was it swept away to make room for a railway station, but some protestants, actuated by a love of the picturesque and regard for the memory of the good sister, made such a noise that the Bishop interfered to prevent the sale.

St. Patrick's Church, in Lagauchetière street, is well worth a visit. It is beautifully finished and decorated in the interior. It will seat 5,000 people. It is 240 feet long and 90 feet broad. It is the church of the Irish Catholics, and the preaching there is in the English language.

The Jesuits' Church.—At the conquest, the British Government confiscated all the Jesuits' estates, and their revenue to this day is devoted to educational purposes. In 1847 the Jesuits were invited by the late Bishop to settle again at Montreal, and in 1864 they completed the present church. It is beautifully frescoed within, and decorated in Roman style by an artist from Rome. The singing at the evening service is particularly good. There is a sermon in English every Sunday evening. The church is 194 feet long and 96 feet wide; the transept is 144 feet; height of nave, 75 feet. The college of St. Mary adjoins the church.

Two churches deserve special notice, not on account of their size, but as being a new departure in Canadian art. These are the churches of Notre Dame de Nazareth and Notre Dame de Lourdes. Both of them were designed and painted in fresco by M. Napoleon Bourassa, and a school of young men under his direction. They mark the rise of a native school of art applied to church decoration, which we may well hope will achieve great things. In these, and more especially in the latter of the two, the attempt is made to take one subject and illustrate it thoroughly, making all the details subordinate to the expression of one idea. The church of Notre Dame de Lourdes is to Montreal what Santa Maria Novella was to Florence, it marks a point in the art history of the city. Although in after years many finer paintings than these of Cimabue and Ghirlandaio were produced by the Florentine school, those at Santa Maria Novella will always be doubly interesting, not only for their

intrinsic merits, but because they were the precursors of greater works. It it not that we wish to institute comparisons between the work of M. Bourassa and of Ghirlandaio, but to give him the credit of being the first in Canada, and probably in America, who has applied the art of painting to the adornment of Christian churches in the broad and thorough manner so common at one period in central Italy.

Notre Dame de Nazareth.—This church is in St. Catherine street, near St. George. It is placed between the Asylum for Blind Children and the Orphan Asylum. These institutions are built of brick, but the facade of the church is of limestone, and its style is Norman. The interior consists of a nave with a flat ceiling, on each side of which is a row of columns supporting the gallery, or rather an arcade. These arcades have smaller columns in front, and were probably suggested by the closed galleries for women, which were common in early Christian churches, and of which one specimen still remains at St. Agnese in Rome. The paintings commemorate incidents in the early life of our Lord, his birth, his flight into Egypt, his poverty and labour at Nazareth. Over the altar he is painted as the Good Shepherd, and around him are the four Evangelists. The architecture of the interior is light and graceful, the colours are harmonious, and the effect is very pleasing.

Notre Dame de Lourdes.—This church has been built and adorned with one idea—that of expressing in visible form the dogma of the Immaculate Conception of the Virgin Mary. A dogma which was declared to be "of faith" first by Pope Pius IX in 1854, although it had been held for many hundred years by numbers of the Roman church as a pious and permissible opinion.

The architecture of the church is Byzantine and Renaissance, such as may be seen at Venice. It con-

sists of a nave with narrow aisles, a transept and a choir. The choir and the transept are terminated by circular and domed apses, and a large central dome rises at the intersection of the transept. The façade is of white marble. The portico is surmounted by a rose window and by two galleries of round-headed arches. Projecting wings on either side are intended to be completed with domes. It is a small church, but the proportions are just and harmonious. The nave is 50 feet long, 50 feet high, and 25 feet wide. The dimensions of the transept are precisely the same. The choir is 26 feet long and 26 feet wide. The large dome is 26 feet wide and 90 feet high. The total length of the church is then 102 feet, and the total length of the transept is 76 feet, including the dome.

The idea of the architect and painter, M. Bourassa, includes not only the dogma of the Immaculate Conception proper, but the kindred mystical idea of the predestination of Mary. The first picture on the roof of the nave represents the promise of the redemption made to Adam and Eve. They are prostrated before the Lord, who addresses the serpent. The text illustrated is Gen. iii, 15, as in the Vulgate, "She shall bruise thy head." The second panel is the sacrifice of Abraham, the text is the covenant made with Noah, Gen. ix, 11–16. The third represents the arrival of Rebecca before Isaac, the text is the promise made to Abraham. The fourth, which is over the choir, is Jacob blessing his children, and uttering the promise that "the sceptre shall not depart from Judah until Shiloh come." On the right side of the nave are the prophets who have prophesied of the Virgin. Isaiah, the text, chapter vii, "Behold a virgin shall conceive: Jeremiah, the text, chapter xxxi, "A woman shall compass a man;" David, the text, Psalm cxl, 12, "Thou upholdest me in my innocence." In the choir, Micah, the text, chapter v, "Out of thee shall come forth a ruler." On the left side are types of the

Virgin, first Sarah, then Rebecca, then Rachel, and in the choir, Ruth.

The artist then proceeds to show the Roman view of the realization of these promises. First, on the right transept is painted the Salutation of Elizabeth, Luke 1, 42,—on the left transept the Nativity. The figures around the transept are those of doctors and saints who have magnified the glory of Mary, or advocated the dogma illustrated. The Greek fathers on the left, the Latin on the right.

In the choir M. Bourassa portrays the four great events in the life of St. Mary. The previous pictures represent the "predestination of Mary." The choir contains the exposition of the dogma proper. The statue which is over the altar and strikes the eye immediately on entering the church is symbolic of the doctrine. It represents the Virgin in the attitude usually attributed to this subject by the Spanish painters—the hands crossed on the breast—but here she is altogether in white, while the garment in their pictures is usually blue. She is standing on the clouds, and the text illustrated is Rev. xii. 1, "A woman clothed with the sun, and the moon under her feet." The light thrown down from an unseen lamp is to represent the clothing with the sun. As the Roman idea is to present St. Mary in her personal character as the purest of created beings the mystical light upon the white garment conveys it better than do Murillo's paintings, in which the dress is blue. On the cupola above is the Annunciation; on the right is the Assumption, and on the left is the Coronation of the Virgin.

Whatever opinion may be held by the spectator upon the dogma, the artist must have the credit of working out the exposition of it with force and unity. Some of the painting is exceedingly good. The decoration of the church in gold and colours, arabesque and fifteenth century ornament, is very beautiful and harmonious. The lower panels of the nave are reserved

blank, probably for representations of the appearance at Lourdes and similar occurrences elsewhere. The sub-chapel, which is reached by stairways from the portico, contains a representation of the apparition of the Virgin in the grotto at Lourdes, and the kneeling figure is that of the peasant girl Bernardette who saw the visions.

The texts are, of course, in Latin from the Vulgate Bible, and the application of them is the one adopted by the Roman Church. We have dwelt at length upon this building because it is the only one of its kind in America. It is like an illuminated Missal, which to a Protestant has interest as a work of art, and to a Catholic has the superadded interest of a work of devotion.

Church of St. James.—This is erected upon the site of the former Bishop's Church and Palace which were burned in the great fire of 1852. The tower is especially lofty and graceful. The interior is light and pleasing. The slender columns, pointed arches, and the triforium round the nave and transept remind the visitor of some of the larger Gothic churches of Europe. The pulpit is a very fine work in wood-carving.

There are, of course, as the tourist cannot help seeing, many other Roman Catholic churches in Montreal; but these described are best worth a visit.

PROTESTANT CHURCHES.

It follows in the nature of things that Protestant churches in America cannot have the artistic interest which Roman churches possess, because the former depend upon the art of architecture alone, while the latter invoke the aid of the sister arts of painting and sculpture. In exterior beauty the Protestant churches surpass the Roman Catholic. Notre Dame de Lourdes is perfect in its style, and the new church of the Sisters of the Congregation is very fine, but there is

no church which, in perfection of proportion, symmetry, and adherence to the style chosen, equals the Anglican Cathedral. In the Roman churches of Montreal there is no stained glass worth speaking of. The Protestant churches, and especially the Cathedral, contains much good work of that kind. The Romans seem to have as great a dislike to paintings upon windows as the Anglicans have to paintings upon walls.

Christ Church Cathedral, in St. Catherine street is a monument of the taste and energy of the first resident Anglican Bishop of Montreal, Dr. Fulford, whose memorial stands close by on its eastern side. This group of buildings, though in point of size not so imposing as some of the Roman Catholic churches, far surpasses them in unity and beauty of architectural style and in correctness of proportion. The Fulford Memorial resembles the much-admired Martyr's Memorial at Oxford, and was erected by public subscription in honour of a man much beloved. The church is built of Montreal limestone, faced with white sandstone brought from Caen in Normandy. Its dimensions are : total length 212 feet, length of transept, 100 feet, height of spire 224 feet. The church is built in the form of a Latin cross in the early English style of architecture. The height of the nave is 67 feet. In point of interior decoration the church is cold, but this effect is relieved to some extent by the colours in the stained glass windows. The western window is very beautiful, as also are those in the transept and some but not all, of those in the nave. The capitals of the columns are carved in imitation of different Canadian plants, and the seats in the choir are very handsome. A passage leads to the Chapter House, an octagonal building harmonious in style, and aiding the general effect with its broken outlines. Noticeable in the church is the font, a very beautiful work presented by a parishioner. In rear of the Cathedral and facing the same way are

Bishopscourt, the residence of the Bishop and the **Rectory,** the residence of the Rector of the church.

St. Georges' Church.—This church is admirably situated at the south-west corner of Dominion square at the junction of Osborne and Windsor streets. The architecture is an adaptation of thirteenth century Gothic. Its material is native limestone, with the decorative parts in sandstone from Ohio. It has a handsome stone porch, the nave is unobstructed with piers, and the roof, with its wide span has been much admired. The tower and spire which is wanted to complete the design will be shortly built, and will be 230 feet high from ground to apex. The schools in connection with the church meet in a separate building adjoining, which is used for public parochial schools as well as Sunday schools. The present edifice was completed in 1870; the building in rear of the church facing on Windsor street is the Rectory.

St. Stephen's Church.—This is a very pretty church, notable not only for its architecture, but for the exceeding convenient plan upon which it is built. It is the outcome of much patient thought and practical talent.

Church of St. James the Apostle. — This church is pleasantly situated upon St. Catherine street west. It is a solid but unpretending early English structure. The stalls and reredos are of butterwood and are much admired. The pulpit is a very handsome work in Caen stone and Egyptian marble. The congregation is an offshoot of the earlier St. Stephen's Church. The great attraction of the church of St. James the Apostle is the Sunday afternoon litany service, discontinued during the summer months. The musical part of the service receives special attention at all times

Other Anglican churches are St. John the Evangelist's, on St. Urbain street; St. Martin's, on Upper St.

Urbain Street; Trinity, on St. Denis Street; St. Thomas', on St. Mary street; St. Luke's, on Dorchester street east; St. Jude's, on Coursol street; Grace church, Point St. Charles; St. Mary's, at Hochelaga; and L'Eglise du Redempteur (French), on St. Joseph street.

Presbyterian Churches. — The different Presbyterian bodies of Canada were united a few years ago into one, under the name of the Presbyterian Church in Canada. The union was objected to by a few of the ministers of the "Old Kirk," and one important congregation in Montreal, that of St. Andrew's, still holds out against it.

Crescent Street Church. — This imposing edifice is built of Montreal limestone, and is situated on the corner of Dorchester and Crescent streets. It is a Gothic church of the 13th century French style, specially adapted to the modern requirements of congregational worship. The seats are arranged in curves round the pulpit at the end of the church, and the spectator, judging from the interior, would pronounce the building to be circular or octagonal. It possesses a dignified front with three portals, deeply recessed and moulded. The tower and spire are of graceful design, and are together 217 feet high. At the back of the church is a spacious lecture hall and Sunday school room, forming a two story building. The congregation was founded in 1844, after the disruption of the Church of Scotland, as a Free Church. The first church was in Cotté street. The congregation removed to the present one in 1878.

St. Paul's Church, at the corner of Monique street is undoubtedly one of the most striking edifices on Dorchester street. The tower is singularly beautiful in its proportions. The church is built in the early English style, of Montreal limestone with Ohio stone

dressings. The interior, which is well laid out, is spanned by a hammer-beamed open-timbered roof. The congregation dates from 1832, and adhered to the Church of Scotland until the union of all the Presbyterian bodies above referred to. The original church was in St. Helen street. The present one was opened in 1868.

St. Andrew's Church is built upon a very imposing site on Beaver Hall Hill, and cannot fail to arrest the attention of a stranger. It is in Gothic style, built of cut limestone. The steps and portico are especially fine, and the interior arrangement is very convenient for worship. The congregation was founded in 1804. The first church was on St. Peter street, near St. Sacrament street. In 1851 the present building was opened for worship. This church did not consent to the union and belongs, not to the "Presbyterian Church of Canada," but to the "Presbyterian Church of Canada in connection with the Church of Scotland." The spire is 180 feet high, and is of very graceful proportions.

Erskine Church, corner of Peel and St. Catherine streets, is a handsome church, built of rough limestone, faced with dressed stone. The difference of colour between the dressed and uncut Montreal limestone, makes a very pleasing relief in buildings composed of both. The church is Gothic in style and of good proportions. The congregation was originally founded in 1830 as a United Presbyterian Secession Church.

Knox Church, on Dorchester street, is also a fine church. It is an offshoot of the first Presbyterian congregation of Montreal in St. Gabriel street.

The American Presbyterian Church will attract the attention of strangers from the United States, being

planned after American models. It is built of cut limestone, and has two towers of unequal height and differing styles. The fittings of the church are handsome and comfortable, and it is well laid out for hearing. The organ is the largest and most costly in the city. This church is in connection with the Presbyterian Church of the United States.

The St. Gabriel Street Church.—This is the most interesting church, historically, of all the Protestant churches of Montreal, for it was the first one built. It was erected in 1792, and its bell is the oldest Protestant bell in Canada. Here the Scotch regiments used to assemble for worship in the days when British troops were stationed in Canada. In outward appearance it is not beautiful, but it has a quaint appearance of antiquity which attracts attention.

There are many other Presbyterian churches in Montreal, St. Matthew's, at Point St. Charles; St. Joseph street Church; Chalmers' Church, St. Lawrence street; Church of the Saviour (French), Canning street; St. Mark's church, William street; Stanley street Church, &c., &c.

The Methodist Church.—This is a very influential body and possesses eleven churches in Montreal. The chief are

The St. James Street Church, which is very large and will seat about 2,500 people. The interior arrangements are admirable, and the fittings and stained glass are good. When this church is filled, as it often is, on some anniversary service, it presents a very striking appearance on account of the amphitheatre like arrangement of the seats.

The Dorchester Street Church is a handsome church in Gothic style.

Other Protestant Churches.—The First Baptist church is a handsome cut stone building at the corner of St. Catherine and City Councillors' streets. This body has three churches in Montreal.

The Church of the Messiah is a fine church within and without. It belongs to the Unitarian body, and is situated on Beaver Hall hill.

Reformed Episcopal.—St. Bartholomew's, well situated on Beaver Hall hill, at the opposite corner.

Emmanuel Church. — Close to Drummond street, upon the north side of St. Catherine street, stands the Congregational church of Emmanuel, in the early English style with basement. The interior is well lighted and spacious. The Congregational body has four churches in Montreal.

There are in Montreal 74 church edifices, many of them very large and costly, being more than one to every 2,000 of the total population. Besides those mentioned above there are two synagogues, one German Protestant church, one Swedenborgian, one Advent church. There are five Protestant churches in which the services are conducted in the French language.

BENEVOLENT INSTITUTIONS.

Montreal is as remarkable for the number and variety of its philanthropic institutions as it is for the number of its churches. This results naturally from the circumstances attending its foundation, and from the mixture of religions, languages and races which followed. We have space for notice of a very few of these institutions. There are a vast number of smaller ones which cannot even be enumerated. Every congregation has its own congregational charities. Every national society has its "home" for those of its own

nationality. The St. George's Society for English, St. Andrew's for Scotch, St. Patrick's for Catholic Irish, the Irish Benevolent Society for Protestant Irish, the German Society for Germans; and, strangely enough, the French Canadians, who might naturally be supposed to be at home here, have a national society —St. John the Baptist's. Then there are many workingmen's benefit societies—French, Irish and English. There are colonization societies. Societies for prayer and good works generally; for the reformation of outcast women, for the training of outcast children, for widows and orphans, &c. Many of the Roman Catholic religious orders will be separately mentioned, but it will be impossible to refer to all of them. Only two of them—the Carmelites at Hochelaga, and Les Sœurs Adoratrices du Precieux Sang at Notre Dame de Grace—are contemplative orders. There are but 52 nuns in both houses, and they are of course cloistered. There is at Oka a monastery of Trappists. They devote themselves to farming 1000 acres of land, and have a saw-mill of their own. But the numerous religious habits seen in the streets of Montreal are those of communities engaged in some practical work, either of charity or of education. It would be difficult to mention any philanthropic object which is not covered by some institution. The social organization of Montreal is so composite, that in order to work well many institutions require to be in triplicate at least. Race and language divide the French from the English and Irish, and religion divides the English from the French and Irish. These last are sub-divided by religion, so that they require two separate national benevolent societies. It is this which makes variety in Montreal life and emulation in its institutions. The French and English races flow on side by side like the two great rivers opposite the city, which do not commingle until they reach the tide, and feel the influence of the great ocean in which all streams must eventually lose their individual peculiarities.

Montreal General Hospital — This building was founded in 1822 by public subscription, and has been greatly enlarged in succeeding years by the liberality of a few wealthy citizens. There are a large number of wards for poor patients, and advice and medicine are given to a great number of out-door patients. There are private wards for those who, having means, may not have a home, nor friends to attend them. Here they will receive the best medical advice and the most careful nursing. A special building is set apart for contagious diseases. The total number of in-door patients treated in the year 1883-4 was 2017. The average daily number of patients in the wards was 138. In the out-door department there were 11,386 consultations, besides those in the eye and ear department, where 1,172 new patients were treated. During last year the Hospital received $40,000 bequeathed by the late D. J. Greenshields, and $50,000 presented by Mr. George Stephen for the erection of a new wing. The annual cost of maintenance is about $40.000.

Protestant House of Industry and Refuge.—A large brick building on Dorchester street near Bleury, for a refuge for the homeless and friendless poor. During the year ending March, 1883, the number of night lodgings given were—men 16,135, women, 3,400. The average number of inmates was 117. A soup kitchen is attached, and there is also a board of out-door relief. Such of the inmates as are able to work earn a small revenue for the house by hiring out for light jobs and by preparing kindling wood. The institution is supported by voluntary contributions and carried on by a committee of citizens elected annually by the contributors.

A country house for the accommodation of the aged and helpless inmates has been recently completed on a farm a few miles from the city, bequeathed for that purpose by the late Thomas Molson. One wing of this building will be paid for by a bequest of $16,000, left

by a former President. The main building will cost about $24,000, and is being built by the contributions of citizens.

The Mackay Institute for Protestant Deaf-Mutes.—The building and grounds of this useful institution were given by the late Joseph Mackay. The number of pupils is 38, of whom sixteen are girls. It is a boarding school for the education and moral and industrial training of Protestant deaf-mutes. The charge for pupils is $120 per annum. Free admission is granted in certain cases to the children of poor Protestants residing in the Province of Quebec. The building is a very handsome one, built of Montreal limestone, and is situated on the Côte St. Luc road, about two miles westward from the city.

The Young Men's Christian Association Building.—The handsome building of this institution is situated at the corner of Craig and Radegonde streets. It is well built of rough limestone, faced with white stone, and is conspicuous by its pointed tower. A young man arriving in Montreal, without friends, would do well at once to visit the rooms of this association and enroll his name if he is seeking employment. A good reading-room is opened for gratuitous use.

The Montreal Dispensary, founded in 1843. This is situated on St. Antoine street, No. 135. It is supported by voluntary contributions, and affords medical aid to the sick and poor of every nationality and religion. The attending physicians visit at their homes those who are too poor to pay and cannot go out. The total number of applications for medical relief in 1883 was 9248.

The Ladies' Benevolent Institution.—No. 31 Berthelot street, founded in 1832 for orphans or fatherless children. The children are cared for and educated until

a suitable age, when they are placed in situations where they can earn their own living. 134 persons are at present in the institution. It is supported by voluntary contributions. A large building and extensive grounds are devoted to this charity.

Protestant Infant's Home, No. 508 Guy street.—Founded in 1870 as a foundling asylum and an orphan asylum. The number of children received during the year was 65. The death rate was 10 per cent.

Protestant Orphan Asylum, No. 1445 St. Catherine street. This institution was founded in 1822 for the care of orphan children, who are trained and educated, and indentured when they reach a suitable age. There are thirty-four children now in the asylum. It is supported by voluntary contributions, and carried on by a committee of ladies.

The Hervey Institution. founded in 1847 under the name of the Home and School of Industry. This institution is for the training for domestic service of children who have lost one or both parents. It is managed by a committee of ladies, and supported by voluntary contributions.

The Women's Protective Immigration Society.—The "Home" is at 131 Mansfield street. It is for the purpose of receiving female immigrants until they can find employment. During last year 236 persons were so sheltered for varying periods of time.

The University Maternity Hospital.—This Hospital, supervised by a committee of ladies, is attended by the professors of McGill College. It is at 93 St. Urbain street.

The Western Hospital, Dorchester street west, is supported by voluntary contributions, and attended

by the leading medical men of the city. It is a Maternity Hospital and specially intended for treatment of the diseases of women.

Hospital of the Grey Nuns.—This great charity was founded in the year 1755. The antique and venerable pile of buildings, which was at first erected on the river-side near the office of the Ocean Steamship Company, has been pulled down to make room for warehouses, and the nuns removed in 1871 to their new hospital in Guy street, more commodious and more airy, though decidedly wanting in that air of antiquity which used to be so pleasing to strangers.

The order of the Grey Sisters, which now numbers 320 professed sisters and 60 novices, was founded in 1737 by a Canadian lady, the widow of M. de Youville. She took up a work which,commenced in 1692 by M. Charron, had languished after his death, and, forming a religious community, established this hospital for the reception of aged and infirm people. The name of Foundling street (near St. Ann's market) commemorates the spot where, in 1755, the body of a murdered infant was discovered by this pious and benevolent lady, in the little river now covered by the street. One arm of the child projected above the ice, and a poniard in its throat proclaimed the horrible crime which had been perpetrated. Stirred with compassion at the pitiful sight, she extended the objects of her institution so as to embrace orphans and foundlings. The work grew upon her hands, and here, in this enormous mass of buildings, are gathered many hundreds, helpless through extreme age or extreme youth, or incapacitated by incurable diseases from taking care of themselves. The daughter of the famous Col. Ethan Allen, of Vermont, died in 1819 a nun of this order. In 1881 the total number of inmates were: aged and infirm 275, orphans 125, foundlings 222, servants 18, nuns 95, novices 67. The foundling children are from all parts of the Dominion and

the neighbouring States; some are brought from the lying-in hospitals. During each year 700 to 800 are received. They are given out at first to hired nurses, who retain them until eighteen months old, when they are taken back. The children are all reared by hand and therefore only about one-third survive.

These Sisters have nine establishments in the North-west, in the Red River, Saskatchewan, and Mackenzie River districts, thirty in the Province of Quebec, and three in the United States.

In the city they have a number of detached institutions under their care, viz. :—

St. Joseph's Asylum.—Cathedral street; for orphan girls.

Dispensary.—For giving medicine to the poor.

St. Patrick's Asylum.—Near St. Patrick's church; for Irish orphans, and aged persons.

St. Bridget's Asylum.—For aged and infirm persons, servant girls out of place, and as a night refuge.

St. Joseph's Infant School.—St. Bonaventure street.

Nazareth Infant School and Institution for Blind Children.—St. Catherine street.

Bethlehem Asylum.—St. Antoine street; for orphan girls and for an infant school.

Hospice St. Charles.—Notre Dame street; for the aged and infirm.

The Hotel Dieu.—This institution is the oldest in Montreal, having been founded in 1644 by Madame de Bouillon, a French lady of very high rank, who sent out 42,000 livres by the hands of Mons. and Madame d'Ailleboust to build a hospital at Montreal. As there was not room in the little fort for such a building, a site was chosen near at hand (now covered by a block

of warehouses in St. Paul street, called Nun's buildings), and a building erected, which was surrounded by palisades and garrisoned against the Iroquois, who prowled incessantly around the infant colony. There Mademoiselle Mance took up her abode. Obedient to a supernatural call, she had left an honoured and peaceful home to serve God in this wilderness infested by cruel savages, and, with three women, the only companions of her sex, she fearlessly commenced the work of which the results have been so great.

The present buildings were completed in 1861, and are situated at the head of St. Famille street. The Hospital proper occupies the western part and is divided by the chapel from the Nunnery. Eighty of the Sisters are cloistered and do not go outside of the buildings and grounds. There are 350 beds in the hospital; over 3,000 sick persons are annually received, and the number of professed sisters and novices in attendance is about one hundred. This establishment is carried on at an annual expenditure of $32,000.

The Notre Dame Hospital.—Founded for the relief of the sick of all creeds. The nursing is under the care of the Grey Nuns, fourteen of whom reside continually in the building. There is a Catholic chaplain, but patients may send for any clergyman they prefer. During the year ending June 1883, 862 patients were admitted. In the out-door department, relief was given to 2,660 patients. In the out-door eye and ear department 599 patients were treated.

Convent of the Good Shepherd, Sherbrooke street.—This is an institution for the reformation of women and children, carried on by the Sisters of Charity of the Good Shepherd. There are 59 nuns besides novices and postulants. It was founded in 1844.

Roman Catholic Orphan Asylum—1135 St. Catherine street. Founded in 1832.

The Deaf and Dumb Institution.—This was founded in 1848 for the instruction of deaf and dumb boys. It is carried on by the Clerks of St. Viator, a Roman Catholic religious order. Instruction is in French mainly, but there are two English classes.

Asile de la Providence, founded in 1843, and carried on by the Sisters of Providence on St. Catherine street, for aged and infirm persons, orphans, &c. These sisters number in this city over 80. They have schools with 600 pupils, an asylum for deaf-mutes, two hospitals, a dispensary, and they make visits of relief, and go out nursing the sick and poor. These nuns have the following institutions under their care in Montreal which is their headquarters, but they have branch establishments in many other places, even as far off as the Mackenzie River, in the north-west, and in Brazil and Chili. In all they number 469 religious and 43 postulants:

Dispensary, founded in 1863.

Institution for Deaf Mutes, in St. Denis Street, founded in 1851, for deaf and dumb girls, containing 32 nuns and 215 pupils.

St. Jacques' School, St. Denis Street; 10 nuns and 392 pupils.

Hospice St. Alexis, for orphans; 4 nuns and 135 orphans.

Hospice St. Joseph de la Providence, Mignonne street, for lady boarders.

St. Vincent de Paul Infant School, Visitation street; 14 nuns and 696 pupils.

Asile du St. Enfant Jesus, Coteau St. Louis, for visiting the sick and poor; 9 nuns and 201 pupils.

Sacred Heart Infant School, Fullum street; 6 nuns and 226 pupils. Visits are made also to the sick, and to the prisoners in the jail.

These Sisters have care also of the Insane Asylum at Longue Pointe.

Besides the preceding institutions there are Temperance Societies, Bands of Hope, Odd Fellows Societies, Burial Societies, and numberless others. For the protection of dumb animals there is a very active and efficient

Society for the Prevention of Cruelty to Animals; office, 199 St. James street. During the year 1882 forty convictions were obtained by the efforts of this Society.

EDUCATIONAL INSTITUTIONS.

The question of public instruction which so profoundly agitates all mixed communities has long been settled in Lower Canada. There is a Superintendent of Education for the whole province, assisted by a Roman Catholic Board for Roman Catholic schools, and a Protestant Board with a Secretary for Protestant schools. Upon the Roman Catholic Board all the Bishops of that communion sit personally, or by procuration. The Protestant Board is nominated so as to represent the various Protestant bodies. The school law for Montreal is in some respects peculiar. An assessment of one-fifth of one per cent. is levied annually upon all the real estate in the city, collected by the City Treasurer with the other taxes, and handed over to the two city boards of Protestant and Catholic School Commissioners. The tax on the property of Protestants goes to the Protestant Board, and that on the property of Catholics to the Catholic Board.

McGill University.—McGill University owes its origin to the wealthy and patriotic citizen of Montreal, whose name it bears; and its consequent progress has been due to the liberality of other citizens of Montreal

who have added to the original foundation endowments of chairs and scholarships, and gifts in buildings, books, specimens and apparatus.

James McGill was born on the 6th October, 1744, in Glasgow, Scotland. He received his early training and education in that country, but of these little is known. He arrived in Canada before the American revolution, and appears, in the first place, to have engaged in the north-west fur trade, then one of the leading branches of business in Canada. Subsequently he settled in Montreal, and, in partnership with his brother Andrew, became one of the leading merchants in the little town of about nine thousand inhabitants, which then represented our commercial metropolis. He died in 1813, leaving his property for the foundation of a college, to be called by his name, and under the management of an educational body then recently established by law, though not actually instituted, and entitled the "Royal Institution for the Advancement of Learning." Owing to litigation as to the will, the property did not become immediately available, and it was not till 1821 that the institution was granted University powers by Royal charter.

The value of the property bequeathed by Mr. McGill was estimated, at the time of his death, at £30,000; it has since become much more valuable, owing to the growth of the city. The sum was not large in comparison with many other educational bequests; but it would be difficult to estimate its value to Canada in general, and to Montreal in particular. Gathering around it the gifts of other liberal men, it has sustained the McGill University, and carried it on to its present point of usefulness and success as a source of literary and scientific culture. Indirectly, it has benefited the cause of common and grammar-school education, through the action of the Royal Institution, through the services of the students and graduates as teachers, and through the McGill Nor-

mal School, which, though supported by Government, would scarcely have been established but for the influence of the college. Those who have in these ways received its educational benefits are to be found in all parts of the country, contributing by superior skill and intelligence to the common good. An endowment of this kind is, probably, of all investments of money, that which yields the richest returns. The experience of older nations has shown that such endowments survive changes of religion, of dynasty, of social and political systems, and go on bearing fruit from age to age. It will, doubtless, be so here also, and the time will come when the original endowment of McGill will appear but as the little germ from which a great tree has sprung—the spring which gives birth to a mighty river. It is not an institution depending upon government aid or indebted in any way to government. It is the creation of English citizens of Montreal; and the Molsons, Frothinghams and others who have almost founded it anew have set an example which has been generously followed. During last year the following additions were made to the endowment:—by bequest of Miss Barbara Scott $30,000, for the chair of civil engineering; by bequest of Major Mills $42,000, for the chair of classics; by bequest of Mr. David Greenshields $40,000 for the chairs of chemistry and mineralogy; by bequest of Mrs. Andrew Stewart (née Gale) $25,000, for a chair in the Faculty of Law, and in addition to these bequests a subscription for five years of $2,000 a year for the chair of botany has been given by a citizen still living.

At the present time the property of McGill University may be estimated at three-quarters of a million of dollars. It has forty professors and lecturers, embracing some of the most eminent men in their departments in the Dominion, and its students may be stated in round numbers as about 500. The latest large benefaction which it has received is the Peter

Redpath Museum, which was erected by the benefactor, whose name it bears, at a cost of about $120,000 and contains very valuable collections, more especially in geology and zoology.

The University has four Faculties—of Arts, Applied Science, Medicine, and Law. Being non-denominational it has no Theological Faculty, but it offers advantageous terms of affiliation to Theological Colleges, whereby their students can have the benefit of its classes and degrees, and it has already four such colleges, representing four of the leading Protestant denominations. It has also two affiliated colleges in Arts—Morrin College, Quebec, and St. Francis College, Richmond. The McGill Normal School for training teachers for the Protestant population of the Province of Quebec is an affiliated school.

Its buildings are pleasantly situated in grounds laid out in walks and ornamented with trees, at the foot of the Montreal mountain, and, though most of them are unpretending in exterior, they are substantially built of stone, and are well adapted for the purposes of education. It has an excellent philosophical apparatus and collections of models in mining and engineering and also good chemical and physiological laboratories. It has a library of 25,000 volumes in addition to its medical library, and though these libraries are not large, they include an unusually choice and valuable selection of books.

Though the University has existed since 1821, and its endowment since 1813, its actual history as an important educational institution dates from the amendments of its charter and the re-organization of its general body in 1852. It is thus a comparatively new institution, and is perhaps to be judged rather by the indications of vitality and growth which it presents than by its past results. It has, however, already more than 1200 graduates, many of them occupying important public positions in Canada and elsewhere.

FACULTIES OF McGILL COLLEGE.

The Faculty of Arts.—The complete course of study extends over four sessions, of eight months each, and includes Classics and Mathematics, Experimental Physics, English Literature, Logic, Mental and Moral Science, Natural Science, and one modern language, or Hebrew. The course of study leads to the degree of B.A., M.A., and LL.D.

The Faculty of Applied Science provides a thorough professional training, extending over three or four years, in Civil Engineering, Mechanical Engineering, Mining Engineering and Assaying, and Practical Chemistry, leading to the degrees of Bachelor of Applied Science, Master of Engineering, and Master of Applied Science.

The Faculty of Medicine.—The complete course of study in medicine extends over four sessions, of six months each, and leads to the degree of M. D., C. M. There is also a summer course, which is optional.

This Faculty occupies a separate building at the north of the grounds. It is the most important Medical School in Canada and draws its students from all parts of the Dominion. The class tickets of the Faculty are recognised in all the great Medical Schools in England. The University Maternity Hospital and the Montreal General Hospital afford great facilities for hospital practice. The library contains 7,000 volumes.

The Faculty of Law.—The complete course in law extends over three sessions, of six months each, and leads to the degrees of B.C.L., and D.C.L.

Presbyterian College, Montreal.—This institution is affiliated with McGill University. It is devoted entirely to the training of missionaries and ministers speaking English, French and Gaelic in connection with the Presbyterian Church in Canada. It is under the control of the general assembly of the church.

The college was chartered in 1865 and from a small beginning has grown until it has now eighty graduates and seventy-two students, a library of over 10,000 volumes, buildings and endowments which exceed a

quarter of a million dollars in value. This amount has been drawn chiefly from Montreal and the immediate neighbourhood.

The college has found many generous benefactors. Among them are Mrs. Redpath who endowed one of the chairs with $20,000, and the late Mr. Edward Mackay who gave $40,000 to the endowment in his life time. The sum of $10,000 was bequeathed by Mr. Joseph Mackay for the same purpose.

The original college building is a stone edifice, elegant and commodious, pleasantly situated on the rising ground above the city, commanding a view of the University grounds, the city, and the scenery of the St. Lawrence. To this has been added, by the generosity of Mr. David Morrice, an elegant and much more extensive series of stone buildings, designated by the Board as the Morrice Hall, including convocation hall and library, dining hall, dormitories and offices, forming with the original building three sides of a large quadrangle.

Resident students are furnished with rooms, heating and light, free of expense; but the refectory and attendance of servants are in the hands of the steward, whose fee will in no case exceed $12 per month.

The Wesleyan Theological College.—This college was founded in 1873, and incorporated and affiliated to McGill University in 1879. It is devoted to the instruction and training of ministers for the Wesleyan church. It is under the care of a Principal, who, with the other professors, gives instruction upon all the subjects required for a complete Theological course. For mental philosophy, ethics, logic, the natural sciences and other non-theological subjects, the students attend lectures at McGill College. The College buildings recently erected are on University street, at the northern entrance to the McGill College grounds. The number of students is twenty, of whom eight are French.

The Congregational College.—This institution has recently completed a handsome building on McTavish street close to the grounds of McGill College. There are four professors and nine students. Students are trained up here for the ministry of the Congregational Churches of Canada. The college is affiliated to McGill University.

The Anglican Diocesan College.—This is the training college of students for the ministry of the Church of England in the Diocese of Montreal. It is situated on Dorchester street, opposite the Windsor Hotel. It is under the care of a Principal and five professors. Number of students, twenty. The college is affiliated to McGill University from whence the students derive their degrees in Arts.

University of Bishops College.—The Theological and Arts Faculties of this University are at Lennoxville. The Medical Faculty is at Montreal, It occupies a large building on Ontario street, and has a staff of eighteen professors, and the number of students is thirty-four. The course of instruction is complete, and the class tickets for the various departments are accepted by the Royal College of Surgeons, the Royal College of Physicians, London, and the Royal College of Physicians, Edinburgh. The students have access to the Montreal General Hospital, the Western Hospital, the Hotel Dieu Hospital, and the Montreal Dispensary. The college has every facility for teaching in the way of museum and laboratories. The physiological and histological laboratories are very complete.

Montreal School of Medicine and Surgery.—This institution was incorporated in 1845 and is a part of the University of Victoria College at Cobourg. The lectures are delivered in the French language. There are fifteen professors upon the staff, and, during the

last session, the number of students was 147. This school has special charge of the Hotel Dieu Hospital and of the Dispensary of the Sisters of Providence. The college building is opposite to the Hotel Dieu.

The McGill Normal School, situated on Belmont street, is an institution under the Government school law for training teachers for the Protestant schools. There are nine professors and 126 students. The school is affiliated to the McGill University, and six members of the corporation of that institution assist the Superintendent of Education in its direction. The complete course of study is very thorough, extending over three years. Students are graded into three classes, those studying for an elementary school diploma, for a model school diploma, and for an academy diploma. The training and instruction in the Normal School is supplemented by practice in the two Model schools which are attached. These contain 300 pupils. The education in the Normal School is gratis, but those who are admitted must sign an obligation to teach for at least three years, and must have passed an examination.

The Protestant Board of School Commissioners.—This is a Board of six members, three of whom are appointed by the Quebec Government, and three by the Corporation of the city. Two members retire annually but may be re-appointed. It is constituted for administering funds raised for the public city schools. The gross income of the Board for the year ending June, 1883, was $107,074, raised as follows: From the city tax of one-fifth of one per cent. on the real estate of Protestants, $72,552, from the Government of the province, $4,986, from school fees, $29,554. The amount required for building school houses was raised by debentures bearing interest at six per cent., with a sinking fund of two per cent. The amount of interest and sinking fund is deducted by the City

Treasurer before handing over the assessments. The schools under the care of the Board are the following:

High School for Boys.—A classical school leading up to the University, 317 pupils.

High School for Girls.—157 pupils. The number of teachers in these two schools is 25.

Senior School.—A commercial school to complete the education of those from the common schools who do not wish to go to college or to be taught the classical languages, four teachers, 87 pupils.

Point St. Charles Elementary School	....	302	pupils.
Mill Street	"	58	"
Royal Arthur	"	493	"
Ann Street	"	426	"
Ontario Street	"	123	"
British and Canadian	"	392	"
Sherbrooke Street	"	578	"
Dorchester Street	"	181	"
Panet Street	"	320	"

The average total number of scholars in the Commissioner's Schools is 3548, and of teachers 105.

Seminary of St. Sulpice.—In the year 1636 the Abbé Olier, a zealous priest, while praying in the Church of St. Germain des Prés, in Paris, received, or thought he received, a divine revelation to found upon the island of Montreal a society of priests for the propagation of the true faith in the new world. Led by various mystical guidings, he formed the acquaintance of Dauversière, a receiver of taxes in Anjou, whose mind had been prepared in a similar manner. These two men resolved to found upon the island three religious orders—one of priests, to preach the true faith; another of nuns, to nurse the sick; and a third also of nuns, to educate the young. The dream of these enthusiasts is to-day realized in the Seminary of St. Sulpice, the hospital of the Hotel Dieu, and the schools of the Congregation of Notre Dame.

Olier and Dauversière had very little money, but they found the Baron de Fancamp, who was rich, and, with the aid of three others, they purchased, in the year 1640, the seigniory of the island of Montreal from the company to whom it had been granted by the King of France. Then, finding in Maisonneuve a suitable leader, they sent out, in 1641, the colony which in May, 1642, founded the city of Montreal.

In 1647 the Abbé de Quélus, with three other priests, came to Montreal to carry out Olier's views. He founded in 1657 the antique looking building adjoining the church of Notre Dame; and its solid walls still testify to the thoroughness of the artisans of that day.

The objects of the Order of Sulpicians, the "Gentlemen of the seminary," as they are called in Montreal, are, first, to carry on a theological training college for priests, and, secondly, to teach the secular youth. The larger portion of the Roman Catholic clergy in the province have been trained by them, and the building in Notre Dame street is the home of all the members of their order when they visit Montreal. The business of the seminary is carried on in the offices of this building, for the Gentlemen of the seminary, being the successors of the original grantees of the island, have much secular business to transact with the citizens.

The educational establishment of the seminary has for years been at the western limit of the city, upon extensive grounds, formerly called the "Priest's Farm." In the picturesque towers, which are all remaining of the old Fort de la Montagne, schools were opened for the instruction of the Indians, by the priests of the seminary and the ladies of the Congregation de Notre Dame.

The imposing mass of buildings which has been erected here must at once attract inquiry. It consists of a main building, 530 feet long, flanked by two transverse wings, one of which is 252 feet long, and crossed in the centre by the chapel. The chapel is

113 feet in length, very tastefully finished, and the paintings on the walls are good. The architecture is in Roman style, and the glass being stained in light colours, the whole interior effect is pleasing.

The number of pupils and the staff of professors is very large. Costly physical apparatus has been provided for the classes in science, and the library is very extensive. In the school of philosophy there are four professors and 56 students. There are nine professors of theology with 210 students. Many of the Roman clergy of the United States have been trained here, the present Bishops of Boston and of Portland among the number. In the "Petit Seminaire" education is provided for those who do not intend to enter the church; the late Sir George Cartier, Hon. Mr. Ouimet Superintendent of Schools, and many others who have risen to power in the province, were educated at this seminary. A large number of youths from the United States have also been educated here. There are now 299 pupils taught by 22 professors and masters.

The older portion of the building in Notre Dame street is worth a visit, if only to see what substantial work was done by Montreal masons two hundred years ago. In the very heart of the busy city one step will bring the tourist into a quiet garden surrounded by ecclesiastical buildings and pervaded by an air of antiquity which is not met with in America outside of this Province.

Laval University.—What the McGill University is to the English and Protestants of the province, the University of Laval is to the French and Roman Catholics. The chief seat of this institution is at Quebec city, and it is under the auspices and management of the Seminary of Quebec, who provided the funds for its erection. The branch at Montreal is not a separate college, but an integral part of the University, the professors of both ranking indifferently according to seniority. The Vice-rector of

the University resides at Montreal, and there is a resident Dean of each faculty.

The Faculty of Arts is not yet organized. The Faculty of Theology is held in the building of the Seminary of St. Sulpice, on Sherbrooke street.

The Faculty of Law meets in the Cabinet de Lecture, opposite the Seminary building, in Notre Dame street. It has eighty students and a large staff of professors, among whom are the Hon. P. J. O. Chauveau, formerly Premier and Minister of Public Instruction, Hon. Mr. Chapleau, the present Secretary of State and Justices Jetté and Loranger. The Dean is Mr. C. S. Cherrier, the oldest barrister in Montreal. The Faculty of Medicine is in the old Government House, on Notre Dame street.

The establishment of Laval University at Montreal profoundly agitated the French community. It was opposed with great vehemence and pertinacity by the late Bishop of Montreal and by the Bishop of Three Rivers, and supported by the Archbishop of the Province, the Bishop of Montreal, and all the other Bishops. The matter was repeatedly referred to Rome, and a Bull was at last issued by the present Pope in favour of the University. This, however, is not considered final, and the contest still goes on. Land has been acquired for the college buildings, but whether these will ever be erected depends upon the final decision of the Pope. The good Catholics of Canada never would let the Popes rest long, but always have had an ecclesiastical nut for the Roman Curia to crack.

The building in which the Medical Faculty holds its sessions is one of the old landmarks of the city. It was built in the year 1704 by the Chevalier de Ramesay, father of the officer who surrendered Quebec after Wolfe's victory. DeRamesay was Governor of Montreal, and this chateau was in the most fashionable part of the city, close to the residence of the Marquis de Vaudreuil, the Count de Contrecœur, the Count

d'Eschambault, the Count de Beaujeu, and other noblemen of the French period. When the revolutionary army occupied Montreal, General Wooster's headquarters were in this building; General Benedict Arnold afterwards occupied it, and here resided, in the winter of 1775-76, Benjamin Franklin, Samuel Chase, and Charles Carroll, of Carrolltown, who were sent by Congress to win the Canadians over to the revolutionary side. Their errand was abortive, for the French clergy and noblesse produced some campaign documents of Congress dwelling upon the dreadful character of the Roman Catholic religion, intended for distribution to Protestants only, in other places than Canada, and which the ingenious Franklin was unable to explain away. Charles Carroll's brother, a Catholic priest, afterwards first Bishop of Baltimore, came on to assist, but without success. The declarations for distribution in England, Canada, and the colonies were absurdly inconsistent. The British Governors continued to use the building as the Government House until Lord Elgin's time, when the seat of government was moved from Montreal after the ebullition of loyalty in 1849, when the Governor was stoned and the Parliament House burned. Subsequently it was occupied by the Quebec Government for the Jacques Cartier Normal School. It is a long low building with thick walls, and very substantially built. Is is as strong now as it was 178 years ago when it was erected.

St. Mary's College.—This institution is carried on by the Jesuit fathers. It adjoins the church of the Gesù, and occupies a very conspicuous site on Bleury street. It was founded in the year 1848, and removed to the present building in 1855. The design comprises a portico and colonnade on the southern façade, which are still required to give completeness to the architectural effect. The building is 225 feet long by 50 wide. The pupils number 360, many of

whom are from the United States. The course of study is divided into two distinct departments, classical and commercial.

The college possesses a museum, containing a good collection of mineral specimens, mostly Canadian. It possesses also a collection of apparatus for scientific research, and a well furnished laboratory for applied science. The sciences of physiology, botany and zoology are illustrated by an extensive collection of models. There are three libraries connected with the college, and a good collection of coins and medals. The academic hall is under the church. It is built in the style of an amphitheatre, and holds 1200 people. It is furnished with a stage, scenery and costumes, and here during the winter the students give dramatic, literary and musical entertainments. The society has a noviciate of the Order with 45 candidates at Sault-au-Recollet.

The Jacques Cartier Normal School.—This is an establishment of the Provincial Government for the training of teachers for the Catholic public schools of the province. The Abbé Verreau is the Principal, assisted by nine professors and a librarian, It is provided with model schools to afford practical training for teachers. The course of study covers three years, The school now occupies very handsome and commodious buildings on Sherbrooke street east, on the locality known as Logan's farm. The building is of Montreal limestone, and the site is very commanding. Every facility for thorough teaching is provided. The number of pupils in training is seventy-six.

The Roman Catholic School Commission.—This board corresponds to the English board described on page 209. It is constituted in the same manner for carrying on the public schools for Roman Catholic children, Irish as well as French. The gross income of the board is $94,576, of which $67,700 was received

from the city school tax, $16,913 from the Government education grant, and $9,963 from pupils' fees, From this the interest and sinking fund on the debentures sold to build school houses has to be deducted The board has 30 schools, 212 teachers, and 9,825 pupils under its supervision. It carries on also a polytechnic school, under eight professors. The building in which that school is held contains also accommodation for the Commercial Academy. It is situated in extensive grounds between St. Catherine and Ontario streets, and is a remarkably fine and solid edifice in handsome architectural style. The following schools are carried on by the board. Six of them are under lay teachers. The remainder are subsidized schools under the control of the Board but taught by private persons or by the religious orders :—

		No. of Pupils.	
1	Plateau Commercial Academy	412	Boys.
2	Montcalm School	418	do
3	Champlain "	383	do
4	Sarsfield "	330	do
5	Belmont "	285	do
6	Olier "	223	do
7	Plessis "	345	do
8	St. Bridget "	630	do
9	School 256 Notre Dame street	180	Girls.
10	do Mullins street	268	do
11	do St. Catherine street	368	do
12	do corner Maisonneuve and Ontario streets	801	do
13	do cor. Visitation and Craig streets	774	do
14	do corner Mignonne and St. Denis streets	98	do
15	do for the blind	44	Boys and Girls.
16	do 7 St. Elizabeth street	483	do
17	do 165 " "	107	do
18	do 21 Montcalm street	93	do
20	do corner Cadieux and Roy streets	259	Girls.
21	do 312 Logan street	190	Boys and Girls.
22	do 250 Panet "	103	do
24	do 199 Chatham street	356	do
25	do 624 St. Catherine street	212	do

26	School 211	St. Antoine street	158	Boys and Girls.
27	do	St. Joseph street	704	Boys.
28	do	" "	516	Girls.
29	do	St. Anne street	637	Boys.
30	do	" "	421	Girls.
	Evening School		17	Young Men.

The Christian Brothers' Schools.—The headquarters in America of this celebrated teaching order is at Montreal, and the chief establishment is in Cotté street. They have in Canada 35 schools with 10,007 pupils. The total number of religious teachers of this order in Canada is 333. Their pupils in Montreal number 3,793.

The Sisters of the Congregation of Notre Dame.—This body of religious ladies has a very large number of establishments for the education of girls, all of which are managed from the mother house at Villa Maria. The religious community was founded by Marguerite Bourgeois, a lady who, in the year 1653, gave all her property to the poor, and came out to Canada with Maisonneuve on his second voyage, to establish an institution for the education of the female children of the French settlers and of the savage nations of Canada. She was not born of a noble family, but she had in an eminent degree that nobility which no written parchments can bestow, flowing from a heart humble, and yet brave, earnestly religious, and yet with a *quiet* enthusiasm. "To this day," says Parkman, "in crowded schoolrooms of Montreal and Quebec, fit monuments of her unobtrusive virtue, her successors instruct the children of the poor, and embalm the pleasant memory of Marguerite Bourgeois. In the martial figure of Maisonneuve and the fair form of this gentle nun we find the two heroes of Montreal."

Until recently the mother house of this community was in St. Jean Baptiste Street. The chapel is entered by an archway from Notre Dame street. It was built

in 1856 and dedicated to Notre Dame de Pitié, upon the site of a church erected in 1693 by Marguerite Bourgeois. The buildings around in the court and those in St. Jean Baptiste street have a very venerable air. On the right, in the gateway, an old chapel still exists, built under the eye of the good Sister herself. From this place for 200 years the movements of the whole community were regulated. Now Villa Maria is the centre of their work. It was formerly the residence of the Governors-General. The old house still stands, but the Sisters have added immense piles of buildings to it. The convent proper is built to receive 1,000 nuns; for, this being the mother house, the Sisters come from all parts to make their annual "retreat" here. The other buildings are for the boarding school. The church which has just been completed ought to be visited. The interior is not yet decorated, but the architecture is a credit to the city. It is in the Byzantine style. The dome over the high altar is 165 feet high and 34 feet in diameter. The side towers are 160 feet high. The church is 300 feet long and the high altar stands midway in the nave, dividing the space reserved for the nuns from that allotted to the public. A beautiful rose window adorns the church and the proportions of the separate parts are most harmonious. The decoration is to be in fresco and it is expected that Notre Dame de Lourdes will be excelled. What a theme for a Canadian artist is the life of Marguerite Bourgeois in which the supernatural interweaves with glowing threads the devoted life of the quiet nun! Niches for statuary abound upon the façade which is striking and in good proportion. The site of the buildings is the finest about Montreal.

Some idea of the extent of the operations of these ladies may be given when we say that they have 86 establishments. Besides their establishments in Canada proper, they have houses in Nova Scotia, Cape Breton, and Prince Edward Island; in Connec-

ticut, in Massachusetts, in Maine, in Vermont, and in Illinois. They number in all 783 professed sisters, 87 novices and 50 postulants, and have at the present time 19,026 pupils under their care.

The Religious of the Sacred Heart.—These ladies have three establishments on the island. The chief one is at Sault-au-Recollet, upon a beautiful site on the Rivière-des-Prairies, about nine miles from the city, and contains 148 boarders. A secondary school is attached with 40 pupils. In the city they have a select school for young ladies with 75 pupils at No. 1156 St. Catherine street. This order was founded in France in the year 1800 by Sophie Barat, born of very poor parents, but who became in early youth a prodigy of learning. The home of the order is at Amiens.

The Hochelaga Convent.—This institution is carried on by the sisters of the Holy Names of Jesus and Mary, a religious order which has thirty-four branch establishments in the United States and Canada, and teaches between eight and nine thousand children. This is the mother house of the order. It is beautifully situated on the river St. Lawrence about one mile below the city, and is a very large and commodious building, with a handsome cut stone façade. The number of young lady boarders is over 200, from all parts of the United States and Canada. In a branch establishment at St. Jean Baptiste village the sisters have 400 pupils in a parochial and select school.

All branches of education are taught in English and French. Special facilities for learning French are provided, and the department of needle-work and domestic training recive special attention. A museum with a good ornithological collection is attached to the convent.

In the preceding notices, reference is made only

to the chief public educational institutions. There are many excellent proprietary schools both for day scholars and boarders, to the latter of which pupils from all parts of the Dominion and from the United States are sent.

Veterinary College.—Montreal possesses a very important school of Veterinary Science, under the care of Principal McEachran. Students from a great distance come to attend this college. It has six professors besides the Principal.

Board of Arts Schools.—In addition to the educational institutions already alluded to, the free evening drawing classes conducted under the direction of the Council of Arts and Manufactures of the Province of Quebec, are worthy of note. These classes are entirely free and are intended chiefly for artisans and apprentices. Instruction is given in free-hand and object drawing and designing, and also in mechanical and architectural drawing and modelling. Lithography and wood-engraving are also taught. The classes are opened during the winter months, not only in Montreal, but in all the larger towns of the province. There were 938 pupils last year under instruction throughout Quebec. The Montreal school has 322 pupils.

SCIENCE, LITERATURE AND ARTS.

Libraries.—The population of Montreal is not sufficiently homogeneous to make a large general library possible. McGill College possesses 25,000 volumes in general literature. The best feature in this library is the English historical section, which is mainly the gift of Mr. Peter Redpath. The Medical Faculty has a separate library of 7,000 volumes.

In Law, the Advocates' Library in the Court House has about 15,000 volumes, and is especially full in the

department of French Civil Law. In Theology, the Presbyterian College has 10,000 volumes of well selected and useful works for the training of students and the use of the professors. The complete patrology of the Abbé Migne is in this collection. The Jesuits have three libraries in St. Mary's College. One of 10,000 is the private library of the Jesuit fathers. The library for the use of the students contains 3,000 volumes. In the hall of the Union Catholique, below the Jesuits' Church, there is a public library and reading-room, containing 20,000 volumes in French and English, and a selection of periodical literature.

The Seminary of St. Sulpice has a large library in the old building on Notre Dame street. At the college in Sherbrooke street is the theological library of the Grand Seminary, and the more general library of the Little Seminary.

The Mechanics' Institute has a lending library of popular books. The British Patent Office publications may be consulted at the Board of Arts and Manufactures.

A public library of reference is much wanted in Montreal. A student in Roman Catholic theology and kindred subjects can find all he requires. In Protestant theology the Presbyterian College affords very good material. In civil law the Advocates' Library is a useful one. In some departments the McGill Library is pretty full, but if any one in Montreal wishes to carry on researches requiring general works of reference he must go to some other city. The Government publishes many useful documents for the information of Parliament, but in Montreal it is nobody's business to keep them. There is not a set accessible for reference. Thousands of copies are scattered broadcast among people who use them for waste paper. It requires a distressing amount of labour to carry on the most ordinary inquiries in history, politics, sociology, art, or general literature.

THE FINE ARTS.

Music.—The musical taste of Montreal has developed rapidly during the past ten years, although, perhaps, manifesting itself less in a public than in a private way. Numerous amateur and professional concerts of good quality and enjoyable character are given every winter. The private cultivation of the art has created a community capable of appreciating the best music, and of criticising intelligently performances of a high order, and it invariably lends its hearty support to all musical efforts worthy of encouragement.

Good choirs are maintained by nearly all the churches, both Roman Catholic and Protestant. Prominent among the former are those of Notre Dame, St. Patrick, the Gesu, and St. James. In the Protestant churches particular attention is given to music at St. James the Apostle's, St. John the Evangelist's, Christ Church Cathedral, and at the St. James street Wesleyan Methodist, the American Presbyterian, and St. Andrew's Churches.

Music is also taught at the public schools, and special care is bestowed upon it at all the private schools and seminaries.

There are several musical societies in the city, but only two, the Mendelssohn Choir and Philharmonic Society, are regularly organized, and give public performances at stated times. The former of these, although the smaller society, has precedence from age, it having been in existence over nineteen years. It is a private organization, composed entirely of amateurs, and has a membership of about ninety selected voices. Its performances consist chiefly of lighter choral works and unaccompanied part-songs, in which latter style of singing the choir has attained to a high degree of excellence.

The Philharmonic Society was established four years ago. During that time it has met and overcome many difficulties (mostly financial), and is now

in a position where its ultimate success can hardly be doubted. The chorus numbers 200, and three concerts are given every winter. Since its formation the society has performed in a satisfactory and artistic manner several of the great choral works of Handel, Haydn, and Mendelssohn, and lighter works by less noted composers. It is assisted by La Société des Symphonistes, an orchestral association of forty pieces organized some three years since, but now disbanded, although capable of being called together at short notice when required.

The church organs of Montreal are worthy of special mention, several fine instruments having been placed in different churches in the city. The best are that in the English Cathedral, built by Hill, of London, England, and those by Warren & Sons, of Toronto (formerly of this city), in the American Presbyterian Church, in St. Andrew's, St. George's, St. James the Apostle's, Trinity, Emmanuel, Erskine, and St. Paul's.

Painting and Sculpture.—Good works in these arts are not plentiful in this city. The Board of Arts and Manufactures carry on a number of schools for technical Art, and progress is being made in that direction, but the citizens so far have not expended much upon really first-class works for the adornment of their houses. Still there are a few fine paintings in private hands. The paintings in the Roman Catholic churches are, for the most part, singularly poor, and the stranger will look in vain for any treasure of art corresponding to the importance of the buildings. Notre Dame de Lourdes (see page 184) is the exception to this general rule. Much more attention has of late been drawn in this direction by the efforts of

The Art Association.—This institution was incorporated in the year 1860 under the presidency of the late Bishop Fulford, who, during his lifetime, took a deep

interest in its proceedings. Its operations were carried on by a council of gentlemen interested in art matters, and for many years, under their auspices, exhibitions were held with much success. The late Mr. Benaiah Gibb, a member of the council, died in 1877, and bequeathed to the Association the lot of land at the corner of St. Catherine street and Phillips' square, upon which the gallery is erected, and $8,000 in money. He left also his own collection of ninety paintings and some bronzes as a nucleus for a gallery. To these, some works of art have been added by the liberality of citizens. The gallery is open every week day from ten until four on payment of 25 cents. Members paying an annual subscription of five dollars, and their families, are admitted free. Besides the permanent exhibition, special exhibitions of paintings, engravings, ceramics, and other works of art are periodically held. Lectures on kindred subjects are provided, and art classes are carried on under competent teachers. An art reading room, to form the nucleus of an art library, has been recently started in this building.

The Decorative Art Society.—The rooms of this Society are on Phillips' Square. They are conducted on the same principle as the well known institutions of the same name in New York and London. They afford a means of interchange and disposal of objects of art in needle-work, ceramics, painting on satin, and objects of *vertù* generally. They are conducted by a committee of ladies.

Science.—The scientific interest of Montreal centres around two institutions—the McGill College and the Natural History Society. We have already referred to the former under the head of Education (page 202), and can only repeat here that the Faculty of Applied Science has 10 professors and 44 students, and is well provided with laboratories and models. The degree of Bachelor of Science is granted in this Faculty.

The Natural History Society occupies a building of its own on University street. It dates from the year 1827, when it was first organized. The Museum was commenced in 1832 in a building in Little St. James street, and the Society removed in 1858 to its present building. The ground flat is occupied by the lecture room and library. On the second flat is an excellent and extensive natural history collection, and a collection of interesting objects connected with Canadian history and the native races of Canada. Besides the regular meetings of the society, courses of lectures are given during the winter on scientific subjects. The transactions of the society are published in a quarterly magazine. In it all the papers of interest which are read at the monthly meetings appear.

AMUSEMENTS.

The young people of Montreal have many amusements, mostly of an out-door character, both in summer and winter. Middle-aged and elderly people are not amused any more in Montreal than elsewhere, They are occupied generally in active business cares, lively political discussions, or in carrying on the numerous churches and benevolent institutions previously described. Some wise ones, however, practise *golf* in summer and *curling* in winter, as distractions.

Lacrosse.—This is the national game of Canada, practised by the Indians long previous to the arrival of Europeans. It was by means of a match between the Sacs and Ojibways that the savages obtained possession of Fort Michilimakinac, at the outbreak of Pontiac's war in 1763. There are nine lacrosse clubs in Montreal. No regular times are set apart for games, but the clubs usually practise early in the morning on the grounds of the Montreal Lacrosse Club in Sherbrooke street west, or in those of the

Shamrock Club on St. Catherine street west. Matches are frequently played on Saturday afternoons.

Cricket.—The Montreal Cricket Club is the only one in the city. Its grounds are on St. Catherine street west.

Base-Ball.—The St. Lawrence Base-Ball Club is the only one. This game is not much played.

Foot-Ball.—This is a very popular game. There are three very large clubs. One of them is formed of University students.

Boating.—This amusement cannot be carried on opposite the city on account of the rapidity of the current. The young men of Montreal who indulge in it resort to Lachine or Longueuil. There are several clubs—the *Longueuil Boating Club*, the *Lachine Boating Club*, and the *Grand Trunk Boating Club*, all composed of Montrealers.

The Bicycle Club.—One club of about seventy members have devoted themselves to this amusement, and occasionally make processions through the streets and excursions in the country.

Golf.—There is a very large Golf Club, which meets at the grounds and club house on Fletcher's field.

Hunting.—Montreal can boast of the largest and best conducted hunting establishment on this continent. The kennels of the Montreal Hunt Club are situated on Colborne Avenue, near Sherbrooke street, and cover three and a half acres of land. They well deserve a visit because they contain the very latest and most complete conveniences for the lodging, feeding, and general comfort and happiness of horses and hounds. The establishment consists of one hunts-

man, two whippers, a kennel huntsman and an earth-stopper. Stables are provided for the servants' horses and for the horses of members of the club who may come to Montreal during the hunting season. There are forty couples of dogs in the kennels, including the pack which the club purchased from the the Earl of Huntingdon. Very comfortable and convenient club-rooms are erected for the use of members, who now number over eighty, and among whom are very many of the élite of Montreal society. The regular hunting season commences in September, when the hounds meet on Tuesdays, Thursdays and Saturdays at 11 o'clock, until December. Only the wild fox is hunted by the club. Drags and bagmen have no place in its arrangements. The club is the oldest in America. The present chief huntsman has been for 26 years in charge of the pack. The meets are attended by a brilliant assemblage of well mounted ladies and gentlemen. The scarlet coats and trim appointments of the members on a field day, and the excitement of a burst across the country make a "meet" one of the sights of Montreal.

Racket.—This game is carried on by a club of forty members. The court is in St. George street, near Vitré street.

Lawn Tennis is very popular. There is a club of about sixty members (ladies and gentlemen), which meets in summer at the grounds of the Montreal Lacrosse Club every week day except Saturday, at 3 P.M. In winter the meetings are at the Racket Court.

Racing.—A turf club, under the name of "The Province of Quebec Turf Club," has recently been organized in Montreal. At present it consists of 63 members, and has leased the race course at Blue Bonnets for its meetings; but the club hopes soon to

have a better track and to erect suitable buildings. Upon days of meeting, the Grand Trunk Railway trains stop at the foot of the hill near the course. Many of the members of the club are leading citizens of Montreal, and they hope to improve the breed of horses in the country, as well as to amuse themselves, by carrying on this sport in a fair and honest way. At Lepine Park, below Hochelaga, is a course for trotting of a rougher sort.

Gymnasium, on Mansfield street. This was built originally for a gymnasium alone, but it was not very successful. A few years ago the Mercantile Library Association, then in a moribund state, was incorporated with the Gymnasium Association. Afterwards the Montreal Lacrosse Club, the Montreal Snowshoe Club, and the Bicycle Club were successively absorbed into a larger body called the "Montreal Amateur Athletic Association," which has its head-quarters in this building. It is an excellent institution and very useful to young men. There is a good gymnasium, provided with a competent teacher, a bowling-alley, billiard tables, a shooting-gallery, a library (the old one of the Mercantile Library, quite sufficient for the demand), baths and a reading-room. There is no bar, nor any thing of the sort under a more euphonious name, so that parents are quite satisfied to have their sons frequent the building.

The Victoria Skating Rink.—Montreal possesses the largest and best skating rink in Europe or America. The Grand Duke Alexis, who skated there during his visit to Canada, pronounced it better than anything of the kind in Russia. The club consists of over 2,000 members. The rink is a brick building with a roof of one semi-circular span 50 feet high at the centre. It is 260 feet long and 100 feet wide. A promenade extends around the ice, and in the front of the building are dressing and cloak rooms, and

offices. Besides the music stand, there is a gallery for spectators; for here on a gala night may be seen the youth and beauty of both sexes. Fancy dress balls are held on the ice, and one of the most brilliant sights which the city affords is presented on such an occasion. The rink is brightly lit, a band plays in the orchestra, and the gay dresses and swift movements of the skaters combine to make the scene like a peep into fairyland. During the winter, rinks are improvised elsewhere, upon smooth places on the river or canal, and upon vacant lots throughout the city.

Curling.—A very favourite amusement in winter among the middle-aged men of the city. The climate of Montreal is favourable to the production of very excellent ice for the purpose, and the Scotchmen who settled here instituted their national game in Montreal as early as 1807. In that year the Montreal Curling Club was founded. The Marquis of Lorne is patron of this club. The rink is at No. 1450 St. Catherine street. The Thistle Club was founded in 1842. Its rink is in St. Monique street. The Caledonia Curling Club was founded in 1850, and its rink is at the corner of St. Catherine and Mountain streets.

Tobogganing.—The toboggan is a long sled, without runners, which lies flat upon the snow. It is made of thin ash, and is usually 8 feet long by 18 inches wide, and curled up at the prow. Being made to glide upon the surface of light snow, it was used in winter time, and is still used, by the Indians, for transporting their effects; for a man upon snowshoes dragging a toboggan can go across country and take with him an astonishing quantity of stuff. Upon this primitive conveyance it is the delight of youthful Montrealers of both sexes to slide down hills. The lady sits in front and the gentleman sits or kneels behind and steers. The course is soon over, but the

process of dragging the vehicle up-hill is enlivened by conversation, and is seldom tedious. There are four clubs devoted to this amusement. Members are admitted by ballot and identified by badges of various colours. Initial velocity is given by artificial erections at the tops of the hills. These rise some 30 feet and are covered with ice and snow. The toboggan swoops down like a bird, and the dazed novice, to quote the words of an American editor at last winter's carnival, feels as if he were swallowing a whirlwind. The slides on gala nights are lit up with torches; but bright moonlight nights are preferred for this recreation. It is a very pretty sight to see the figures of the sliders against the white snow gliding swiftly down the hill or sociably trudging up again, dragging their toboggans.

Snow-shoeing.—A number of clubs are devoted to this amusement. They are distinguished by the colours of their blanket coats. Long tramps are organized during the season and a strong turn-out of snow-shoers making a bee line across the country is a very picturesque sight. It is quite usual in Montreal for young ladies to walk on snow-shoes in company with friends. Some of them can walk long distances. During the carnival of 1884 after the ice palace had been attacked and carried in the midst of a blaze of fireworks, the clubs, to the number of 2,000 men all carrying torches, went upon a tramp over the Mountain. The sight was one to be remembered. The long procession of brilliant lights moved up the steep declivity, along the summit of the Mountain, and down again, zigzaging upon the winding roads like an immense fiery serpent, while the keen air was ablaze with rockets and Roman candles. The Ice-palace on this occasion was lit up with electric lights.

Chess.—There is one chess club which meets at the Montreal Gymnasium in Mansfield street.

The National Amateur Association.—This organization consists of deputies from the different athletic clubs for the purpose of organizing matches and promoting out-door recreations.

Militia.—Volunteering is a favourite occupation of the young men of the city. There are six regiments of infantry, one troop of cavalry, one company of engineers, and one battery of horse artillery raised in the city.

Theatres.—The history of the Drama in Montreal is a chequered one. The clergy, both Catholic and Protestant, have at all times discountenanced it, and the theatre-going class has also been limited by the difference of language. The first theatre was built in 1825 in St. Paul street. There are three at present, viz.:

The Academy of Music, on Victoria street, which is the best house in Montreal, and one where there is generally very good acting and singing. It is closed in the summer.

The Crystal Palace Opera House, an improvisation on Dominion square, is open in summer as an Opera House and in winter as a Skating Rink. There is usually a good company acting there during the season.

Theatre Royal, in Cotté Street.—This theatre is kept open in summer as well as in winter. It is a small house, but very good companies sometimes perform there.

The Queen's Hall is a beautiful and commodious hall where concerts and lectures are frequently given. Lectures, however, are not among the weaknesses of Montrealers. Music they are fond of, for it speaks all languages and appeals to the whole community.

GEOLOGY OF MONTREAL AND ITS ENVIRONS.

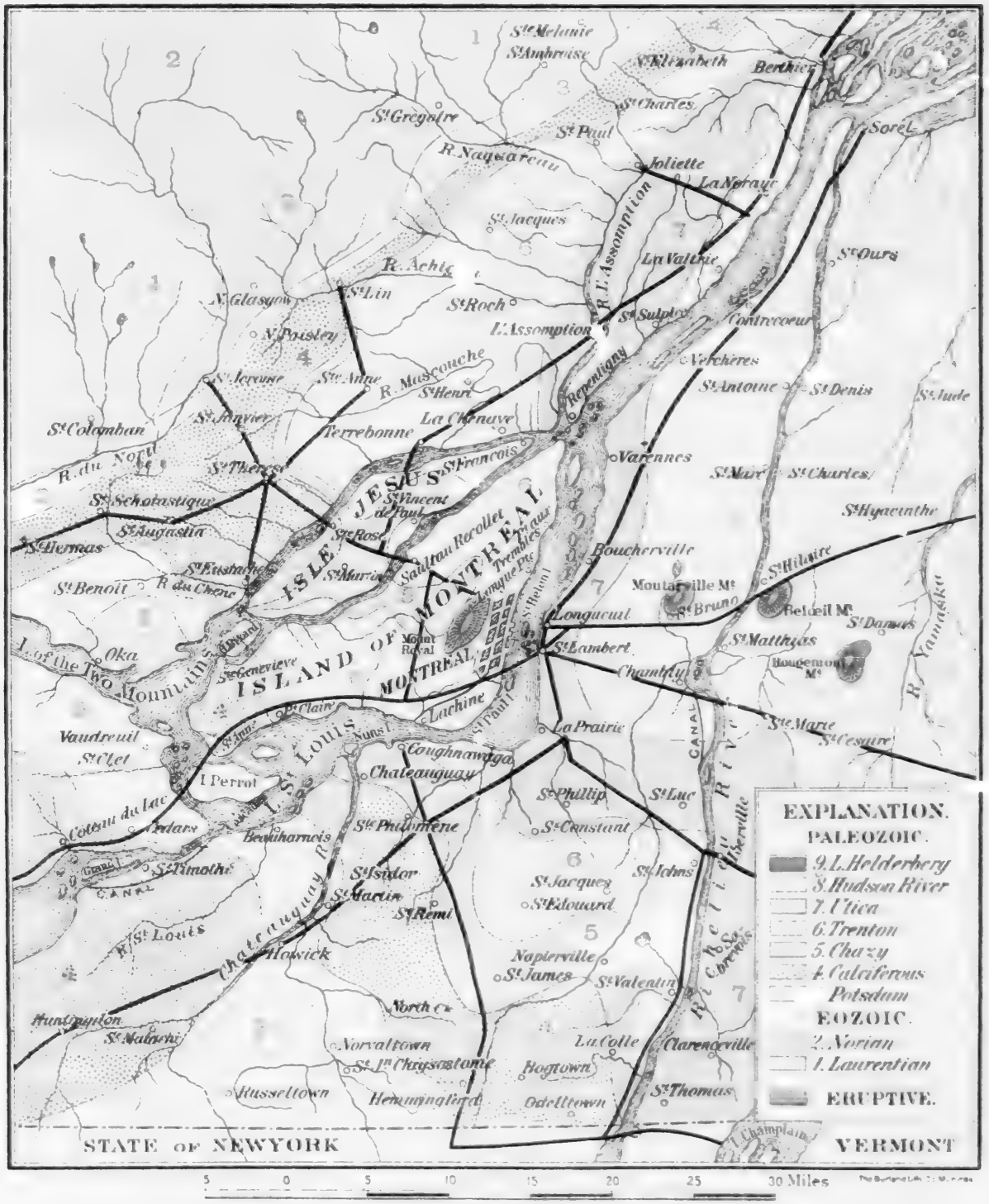
The following sketch, to accompany the annexed Geological Map of Montreal and its environs, has been contributed by Dr. Harrington, F.G.S.:—

The region around Montreal is one of much interest to the geologist. Within a comparatively limited area a number of geological formations are represented, while eruptive rocks well worthy the study of the petrologist are to be seen at many points. The formations with their approximate British equivalents are included in the following table:—

Systems.	Formations.	British Equivalents.
Pleistocene (Post-Pliocene, Champlain.)	Saxicava sand Leda clay Boulder clay.	Clyde beds, &c. Boulder Clay or Till.
Silurian.	Lower Helderberg.	Ludlow.
Siluro-Cambrian (Ordovician.)	Hudson River (or Loraine). Utica. Trenton (including Birdseye and Black River,) Chazy.	Lower Llandovery, Caradoc or Bala, Llandeilo, Arenig.
Cambrian.	Calciferous. Potsdam.	Lower Tremadoc and Lingula flags.
Norian.	.....	Hypersthene rock of Skye, &c.
Laurentian.		Lewisian gneiss, &c. of N. W. Scotland.

I. Laurentian.—A small area occupied by rocks of the Laurentian system is shown on the accompanying map, consisting partly of the true or Lower Laurentian of Sir William Logan (1) and partly of the Norian (Upper Laurentian of Logan, (2). Imme-

GEOLOGICAL MAP OF THE REGION AROUND MONTREAL.



diately westward of this, beyond the limits of the map, is the "Grenville region," which was rendered classic by the researches of Logan, and which will ever be a favourite field for the study of Laurentian rocks. Its southern limit is easily reached by taking the Canadian Pacific Railway to Calumet Station, 61 miles, or to Lachute, 43 miles from Montreal. North of the Lake of Two Mountains, Laurentian gneisses occupy an isolated area of 40 or 50 square miles and constitute a hill of considerable height known as Mont Calvaire. This may be reached by steamer from Lachine, the passenger landing at the Indian village of Oka.

Geologists wishing for a glimpse of the Norian, may go by railway to St. Jerome, a pretty village on the Rivière du Nord, 33 miles from Montreal. The strata exposed here are not typical; but true norites may be seen a few miles off, at the village of New Glasgow. Returning from this place to Montreal by way of St. Lin. an opportunity would be afforded of studying the Potsdam, Calciferous and Chazy formations.

II. Cambrian.—Resting upon the corrugated and folded Laurentian rocks are beds of sandstone (3), which occupy a considerable area in the valleys of the St. Lawrence and Ottawa, and which were long ago recognized as equivalent to the Potsdam sandstones of the New York geologists. They are exposed at many points, the nearest to Montreal being Ste. Anne at the upper end of the island, a place accessible either by Grand Trunk railway or steamboat from Lachine.

Worm burrows (*Scolithus Canadensis*) abound in some of the beds at St. Anne, while at Beauharnois, south of Lake St. Louis, the curious tracks described by Owen under the generic name *Protichnites*, were discovered many years ago.

On reference to the map it will be seen that the Potsdam sandstone forms an anticlinal on either side

of which the succeeding formations appear, beginning with the Calciferons (4). This is composed mainly of dolomite and has a thickness of several hundred feet. It may be seen at St. Anne, where it yields a few characteristic fossils (*Leperditia Anna*, *Murchisonia Anna*, &c.)

III. Siluro-Cambrian.—Resting conformably upon the Calciferous is the Chazy formation which, according to some geologists, may be regarded as the first member of the Siluro-Cambrian (Lower Silurian of Murchison). According to Billings, of forty-four organic forms found in the Calciferous of the Ottawa basin only two pass up into the Chazy limestone; but the break here may be regarded as filled by the Levis formation which occurs further eastwards. In the neighbourhood of Montreal, the Chazy formation is about 200 feet thick, and consists mostly of limestone (often with thin dolomitic layers), though in some parts of its distribution elsewhere, it is largely represented by sandstones and shales. Exposures may be seen and fossils collected at many points north of the city, as for example along the St. Lawrence road. Near the Indian village of Caughnawaga, opposite Lachine, there are extensive quarries which afford an excellent opportunity for studying the formation. Among the more common organic remains found in the neighbourhood of Montreal may be mentioned *Rhynchonella plena*, *Orthis borealis*, *Orthis platys*, *Malocystites Murchisoni*, *Blastoido-crinus carchariædens*, &c.

The Chazy formation is succeeded by another series of limestones constituting the Trenton group, and having altogether a thickness of about 600 feet. These vary considerably in character, being partly black and bituminous, partly grey and more or less crystalline. Some of the beds, as shown by Dr. Dawson, are almost entirely composed of comminuted fragments of corals, shells, &c. Organic remains abound in many localities, but the best places for the collector to

visit are the quarries at the Mile End, near the city, and those near Pointe Claire Station, about fifteen miles west. At the latter place, which is easily reached by the Grand Trunk Railway, the Black River beds occur and yield many fossils which are different from those obtained at the Mile End. Among the more important species found at one or other of these localities may be mentioned:—

Stenopora fibrosa, Chætetes lycoperdon, Glyptocrinus ramulosus, Columnaria alveolata, Tetradium fibratum, Ptilodictya acuta, Strophomena alternata, Leptæna sericea, Orthis lynx, Lingula quadrata, Cyrtodonta Huronensis, Murchisonia bellicincta, Pleurotomaria subconica, Conularia Trentonensis, Asaphus megistos, Trinucleus concentricus, Bathyurus extans.

The limestones seen at the Montreal Reservoir and at many points in Mount Royal Park, are of Trenton age, though differing in aspect from those seen at the Mile End quarries, owing, no doubt, to their proximity to the great intrusive mass of the mountain. Nearly all the more important buildings in Montreal are constructed of stone derived chiefly from the Trenton formation, though in part from the Chazy. It is also worthy of note that the Trenton formation has supplied most of the building-stone used in Quebec, Ottawa and Kingston.

The Utica shales, which succeed the Trenton limestones, may be seen at the upper end of St. Helen's Island, at Moffatt's Island, at Longueuil and other points opposite Montreal. They are black and bituminous and occasionally fossiliferous. As shown by the map, there is a considerable area occupied by rocks of the Hudson River or Loraine formation, but owing to superficial deposits it is only here and there that they can be seen. One locality is at the rapids above Chambly Basin on the Richelieu River. The beds here are nearly horizontal, and consist of bluish and grey argillaceous, arenaceous, and calcareous shales. The latter contain organic remains, among

which may be mentioned *Ambonychia radiata*, *Pterinea demissa*, and *Modiolopsis modiolaris*.

IV. Silurian.—In the region under consideration the sole representative of the Silurian system (Upper Silurian of Murchison) is to be found in two or three small outliers of the Lower Helderberg formation which are about two hundred miles distant from the nearest portion of the group in the State of New York. The principal outlier is on St. Helen's Island, and consists for the most part of a breccia holding fragments of gneiss, sandstone, limestone, &c., imbedded in a paste of dolomite. On the east side of the island, not far from the north end, there are two small patches of limestone, holding a number of characteristic Lower Helderberg fossils, and associated with the breccia in such a manner as to make it seem probable that both rocks belong to the same period. Among the organic remains in the limestone are *Favosites Gothlandica*, *Orthis oblata*, *Strophomena rhomboidalis*, *Rhynchonella ventricosa*, *Pentamerus galeatus*, *P. pseudo-galeatus*, &c. Both the limestone and breccia are traversed by dykes of a variety of nephiline basalt, which have hardened the limestone and enabled it to withstand the denuding agencies which so nearly obliterated a chapter in the geological history of this neighbourhood.

V. Pleistocene.—Between the Lower Helderberg and the Pleistocene of Montreal there is an unfilled gap. The Devonian and Carboniferous are absent, nor have we any trace of formations belonging to the Mesozoic or Tertiary. The Pleistocene is, however, well represented. It has been divided into: 1. The Boulder clay; 2. The Leda clay, and 3. The Saxicava sand—groups which are not always sharply defined. The city of Montreal is built upon Pleistocene deposits, and good opportunities of studying them are often afforded by excavations for cellars, drains, &c.

At the Mile End quarries, north of the city, they are seen resting upon the Trenton limestones, the surfaces of which are often beautifully glaciated. At this place they yield a number of fossils, including *Mytilus edulis, Astarte Laurentiana, Tellina proxima, T. grœnlandica. Mya truncata, M. arenaria, Natica clausa, Trichotropis borealis.* Numerous fossils have also been obtained at Logan's Farm, at the Glen (Dorchester Avenue), and at other points near to or in the city. On the west side of the mountain, over Côte des Neiges village, there is a Pleistocene beach with marine shells at an elevation of 470 feet above the sea. Other well marked sea-margins or terraces on the flanks of the mountain are at heights of 440, 386 and 220 feet, the Montreal reservoir being at the level of the last. The Sherbrooke street terrace is about 120 feet above the sea.

On the summit of the mountain, at an elevation of over 700 feet, and at many other points, there are boulders of crystalline rocks which must have been brought from the Laurentian regions to the northeast.

Eruptive Rocks.—In the region represented on the map are a number of eruptive masses, which have broken through the flat-lying Palæozoic strata, and constitute hills from the summits of which beautiful views of the surrounding country may be obtained. The main part of Mount Royal is composed of diabase, in places rich in olivine: but to the westward of this there is an important and more recent mass of nepheline-syenite which is well seen at the "Corporation Quarry," where considerable quantities of the rock are obtained for use as road-metal. The nepheline-syenite has penetrated and tilted up the Chazy limestone, converting it locally into a highly crystalline marble. Both the eruptive masses of the mountain and the surrounding stratified rocks are traversed by numerous dykes, from an eighth of an inch or less in thickness up to about eight or ten feet, and composed

of a remarkable variety of rocks, such as nepheline-syenite, teschenite, nephelinite, nepheline-basalt, &c. All the eruptive rocks appear to date from Palæozoic time, notwithstanding that some of them have no where else been shown to belong to a period anterior to the Tertiary.

The eruptive masses east of Montreal, included in the map, also consist of interesting rocks. Montarville is composed of olivine-diabase, while Belœil is partly augite-syenite, and partly nepheline-syenite. Rougemont again is mainly olivine-diabase. It should also be stated that the Laurentian rocks to the northwest are cut by thick dykes of diabase which, according to the investigations of Logan, are more ancient than the Potsdam sandstone.

Minerals.—The following species have been found at or near Montreal, and chiefly in connection with the trap-dykes referred to above: Pyrite, Pyrrholite, Galena, Sphalenite, Magnetite, Titanic Iron Ore, Limonite, Fluorite, Quartz, Orthoclase, several triclinic felspars, Augite, Hornblende, Acmite, Chrysolite, Biotite, Epidote, Nepheline, Sodalite, Cancrinite, Titanite, Tourmaline, Natrolite, Analcite, Chabazite, Heulandite, Calcite, Dolomite, Strontianite, Dawsonite, Baryto-celestite. Most of these are unimportant in so far as the mineral collector is concerned, being met with only in small quantity or merely as constituents of the crystalline rocks already noticed. The most interesting species is Dawsonite, a hydrous carbonate of aluminium and sodium. It was first found here and subsequently met with in Tuscany. Very fine crystals of calcite (nail-headed spar) may sometimes be found at the Mile End quarries, and good specimens of augite from loose masses of trap occurring near the Montreal aqueduct. From dykes of nepheline-syenite also, good specimens of natrolite and sodalite have been obtained. Sodalite and cancrinite occur sparingly at the "Corporation Quarry,"

as well as acmite, a mineral which is met with at several other localities.

B. J. H.

The Director of the Geological Survey is preparing an account of the geology of the Dominion, to be accompanied by a map, geologically coloured, of the whole of Canada. Notices of the zöology of the country will no doubt also be given.

EXCURSIONS.

Montreal is situated within easy reach of many charming places, and to describe them all would occupy too much space. Around the city there are some very interesting drives.

The Mount Royal Cemetery.—A very beautiful spot in the heart of the Mountain, about two miles from the city, unsurpassed for the advantages of its situation, and adorned with many beautiful monuments. In the rear, on the summit of the hill, is an observatory from whence a view of the whole extent of country to the north, up to the Laurentides may be had. From this point a charming road, winding through the woods, leads down in rear of the cemetery.

The Catholic Cemetery adjoins the preceding, and is best visited by the road connecting the two cemeteries. It has an extensive outlook towards the south, as far as the Adirondack range. The sepulchral vaults are a striking feature of this cemetery. There is a fine monument erected to the men who fell in 1837. As they were unsuccessful at the time they were rebels, but as almost everything they fought for was, in the sequel, granted, possibly it might be as precise to call them patriots. Guibord's grave is near the road leading from the Protestant Cemetery,

and recalls one of the most remarkable conflicts between Church and State which has occurred in recent times. The ascent to Mount Calvary by the fourteen Stations of the Cross appeals to the devotion of Roman Catholics and interests Protestants as being a feature not met with in the cemeteries usually visited.

The Drive around the Mountain, usually taken by tourists. The extensive grounds of the Board of Agriculture and the Exhibition building of the Board of Arts and Manufactures (see pp. 178, 220) may be seen in this drive upon the right, not far from the entrance to the Protestant Cemetery. The grounds occupy a space of about 50 acres; a portion being in the Mount Royal Park and connected by means of a substantial bridge with the Exhibition Grounds proper. Among the principal buildings on the grounds may be mentioned the Crystal Palace, for the display of manufactured articles; the Carriage Building; the Root and Grain Building, and the Machinery Hall provided with a stationary engine and shafting.

The Agricultural Implement Building (for the display of agricultural machinery in motion) is situated on the Park side; it consists of four buildings with extensive connecting corridors. The Exhibitions for the past two or three years have been remarkably successful and have attracted immense crowds. An Exhibition has now come to be regarded as an annual institution, the date fixed is usually towards the end of September in each year.

The road passes through the village of Côte-des-Neiges, and on the left, upon the south-west slope of the little mountain, the Convent of Villa Maria (see page 217) is passed. On the right, at the summit of the road, is the Church of Notre Dame de Grace.

Sault-au-Recollet.—There is an interesting drive to what is called the "back river," or the Riviere-des-

Prairies at Sault-au-Recollet—a rapid so called after Nicholas Viel, a Recollet priest, who was drowned here by Huron Indians in 1626. The timber rafts for Quebec pass down this river, and here is situated the Mother House of the order of the Sacred Heart (see p. 219).

Lachine.—A drive to this village, going out by the upper road and returning by the lower one, will amply repay a visitor. The scenery is beautiful, and all along the lower road the rapids (Sault St. Louis) are seen to great advantage. Near the head of the aqueduct still stands the house built by Robert Cavelier de La Salle. Here was his seigniory before he set out on the western explorations which ruined him, but made his name famous. The aqueduct and wheel-house (see p. 170) can be seen *en route*.

The Lachine Rapids.—Tourists who have not come down the St. Lawrence by steamer, may see one of the most important rapids on the river by taking a train at the Bonaventure depot for Lachine, and there embarking upon one of the small steamers to Montreal. A train leaves about 7 a. m. and one at 5 p.m. to connect with the steamers coming down the river. Opposite Lachine is the village of Caughnawaga, more picturesque at a distance than upon near approach. Here are settled, upon a reservation, a remnant of the once powerful Mohawk tribe of Iroquois, which for so many years was the terror of the French colonists. This settlement was commenced under the French *régime* by those Indians of the Iroquois tribes who fell under the influence of the French missionaries. They espoused the French cause in the colonial wars, but their aid was always distrusted when they were acting against their own countrymen. It was here that those horrible raids upon Deerfield, Haverhill and Schenectady were planned, which were palliated but not justified by the conduct

of Massachusetts towards the Abenakis. The Indians do not take kindly to agriculture, but prefer the free and roving life of *voyageurs* and guides.

The village of Lower Lachine is seen on the left, as the steamer enters the long and turbulent rapids of the Sault St. Louis. The river is contracted and obstructed by islands, and trap dykes crossing the softer limestone rocks, make by their uneven wear a very broken bottom. The fall of the river is also considerable and the channel tortuous, all which circumstances combined cause this rapid to be more feared than any of the others. There is little danger, however, to passengers. Formerly the insurance companies compelled the steamers to stop at Caughnawaga for a pilot, but now that is not considered necessary. As the steamer enters the rapids the engines are slowed, retaining a sufficient speed to give steerage way, and, rushing along with the added speed of the swift current, the boat soon begins to labour among the breakers and eddies. The passengers grow excited at the apparently narrow escapes, as the steamer seems almost to touch rock after rock, and dips her prow into the eddies, while the turbulent waters throw their spray over the deck. On the right, as the tourist passes through the whirl of waters, the appropriately named Devil's Island is passed, and upon the left is Isle-au-Heron. The aqueduct of the Montreal Water Works may be seen on the main land on the left. On the right the rocky shelving shore of the Indian reserve runs far into the river. But at such a pace the course is soon run. The boat, gliding into quieter water, opens up the shallow and still bay of Laprairie, and the long and stately front of the city of Montreal, the grey limestone, and the bright tinned roofs of the buildings relieved with the beautiful back-ground of the green Mount Royal. Over head is the Victoria Bridge, and down the river is the clustered foliage of the groves on the Island of St. Helen. After a long circuit to

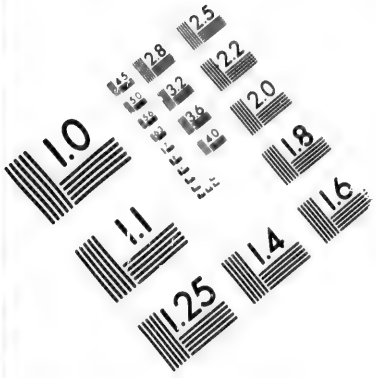
avoid a shoal in the centre of the river, the boat stops at the mouth of the Lachine canal.

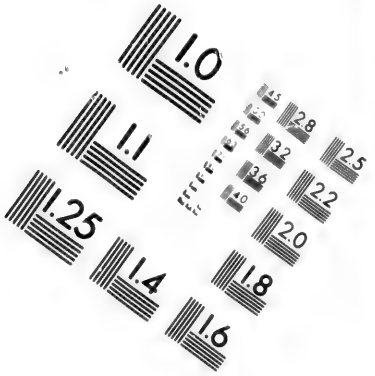
Belœil.—There is no prettier spot in the Province of Quebec than the Iroquois House, a hotel built halfway up the side of Belœil mountain. The tourist may take an early train on the Grand Trunk Railway, and must stop at the St. Hilaire (not Belœil) station. On getting out he will find conveyances to take him up to the hotel, which is situated high up in the shady recesses of Mont Belœil. After resting at the hotel he can visit the beautiful lake close at hand, and proceed to the summit of the mountain, where he will obtain such an extended view of beautiful scenery as would repay a walk ten times as long. Returning, any evening train is available, but the better plan is to stay over night at the hotel, which is very comfortable.

TO QUEBEC.

Montreal to Quebec by Steamer.—This is by far the most pleasant mode of making the journey. The steamers, which leave the Richelieu Company's wharf at 7 p. m., are among the finest and most comfortable boats to be found on American waters. There is no day line, and shortly after his departure the tourist will hear the call for supper, which is provided in a most satisfactory manner. He will, if disposed for sleep, then be able to retire to a clean and comfortable state-room. As the summer nights of these northern latitudes are short, the traveller will see by daylight some of the best parts of the river if he will rise early enough.

A good view of the city can be had when leaving, from the steamer's deck. Mr. Howells thus describes it:—"For miles the water front of Montreal is superbly faced with quays and locks of solid stone masonry, and thus she is clean and beautiful to the





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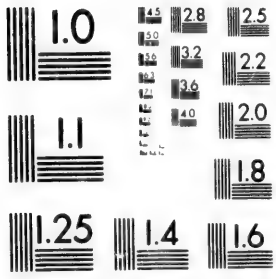
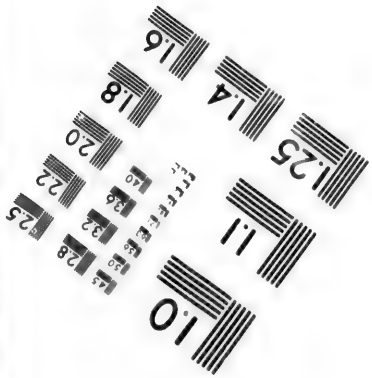
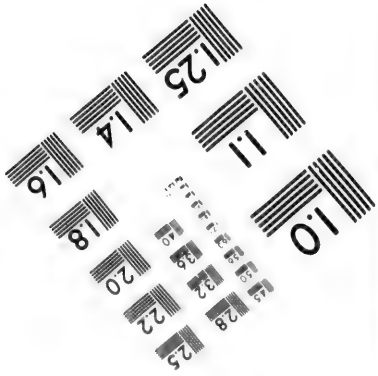






very feet. Stately piles of architecture, instead of the old tumble-down warehouses that dishonour the waterside in most cities, rise from the broad wharves; behind these spring the twin towers of Notre Dame, and the steeples of the other churches above the roofs." The steamer glides swiftly down the Current St. Mary, leaving St. Helen's Island on the right, a beautifully wooded spot, worthily named after Helen Boullé, the youthful and lovely lady, wife of Champlain, who charmed the wild Huron savages in 1620 with her gentle manners. Still farther to the right opens out Longueuil Bay, with the village of Longueuil in the distance, the setting sun brightening the tinned steeple and steep roof of the parish church. This is the characteristic picture of the Lower St. Lawrence. Parish after parish on both shores, at intervals of about nine miles, each with its church and *presbytère* substantially built after a fashion seen still in Normandy, with steep pitched roof and narrow windows, but all covered with the bright tinned plates which only the dry climate of Canada can preserve from rust.

The river flows through a wide alluvial plain. Far on the north are the Laurentian Mountains, and on the south the Green Mountains. At Quebec they approach the river, giving boldness to the scenery, but all our present course is quiet and monotonous—the river-banks worn steep by the washing of the current on one side, while long points of alluvial matter are deposited on the other by eddies and pools of quiet water, the churches and the clustered villages around them on the level plateau above the stream, and the long stretches of arable land, scarcely broken by trees, save where the Lombardy poplar rears its stiff and formal shape against the sky.

After passing Longueuil; Boucherville, Varennes and Vercheres, follow in quick succession on the right, and Longue Pointe, Point-aux-Trembles, and Bout-de-l'Isle on the left. Here the remaining waters of the

Ottawa join their flood to the St. Lawrence, hiding their union among a maze of low wooded islands. Still on the left follow L'Assumption, at the mouth of the Achigan and Assumption rivers, Lavaltrie and Berthier. Opposite Berthier, on the right bank, the Richelieu falls into the St. Lawrence, draining lakes Champlain and George, and all the country north of the Hudson valley. On the eastern bank of the Richelieu, the old Riviere-des-Iroquois, stands Sorel. Vain attempts have been made to call this place William Henry, but the name of the Captain of the Carignan regiment, who built the old Fort Richelieu here in 1665, as a check to Iroquois incursions, yet clings to the spot.

Sorel is a place of considerable trade. Most of the numerous steamboats plying on the river have been built here, and large numbers of river-craft in the Whitehall trade are owned here.

Shortly after leaving Sorel the river opens out to a width of nine miles, and for twenty-five miles the boat passes through Lake St. Peter. Here are the flats through which the ship channel has been dredged (see p. 159). The St. Francis river falls in on the right, and the Maskinongé on the left. The former is an important stream, which does much useful work in the mills of the Eastern Townships before it gives up its individual existence. There is nothing to be seen upon Lake St. Peter. In spreading out to such an expanse the water becomes very shallow, save in the channel. The tourist may perhaps overtake some timber-raft, covering acres in extent, lighted up by fires, and navigated by men with bronzed faces and red shirts, whose forms, as they flit across the unearthly glare, remind one of Dante's great poem; or perhaps he may meet some ocean steamer, her black bulk dimly discerned in the darkness, far astray in these fresh waters from her home on the blue Atlantic. The most indefatigable sight-seer would, however, do well

to retire to his state-room immediately after leaving Sorel, and rise the earlier in the morning.

Three Rivers, is the next stopping place. The traveller will surely know when the boat arrives by the unearthly din of the steam-whistle, and the stamping overhead and shouting which seems so utterly unnecessary to any one who does not intend to stop there, but is merely anxious for a little sleep. It is the third city of importance on the river, and was the second founded by the early colonists. The River St. Maurice falls in here from the north, and, being divided at its mouth by two islands, the three channels give the town its name. The St. Maurice is one of the most important tributaries of the St. Lawrence; running a course of about 300 miles, and receiving many large tributaries before joining its waters with the St. Lawrence. It is a very important lumbering stream because of the immense area it drains. At twenty-one miles distance from Three Rivers are the Falls of Shawanegan. There are many falls and rapids on the lower St. Maurice, but none to compare in grandeur with Shawanegan. Here the river, suddenly bending and divided by a rocky island into two channels, falls nearly 150 feet perpendicularly, and dashes violently against a wall of opposing rock, whence the united stream forces its way through a channel not more than thirty yards wide. There can be no more striking scene in its savage grandeur than this fall, and a visit will repay the enterprising tourist. Above the falls at Grand Piles a tug steamer runs as far as La Tuque, an old fur-trading post. In the old French days, before Montreal was strong enough to keep the Iroquois at a distance, Three Rivers was the most important post on the river for traders; but it declined in importance as Montreal grew. There is a considerable export of lumber from this point. The iron of the St. Maurice forges is made from large deposits of bog iron ore found in this vicinity; they are not yet

exhausted, although they have been worked for over 150 years.

After leaving Three Rivers the steamer stops but once more before arriving at Quebec, and that is at Batiscan, a village near the mouth of a river of the same name; then is passed, from the north, the River St. Anne. About twenty miles from St. Anne occur rapids and obstructions in the St. Lawrence, called the Richelieu Rapids. Large ships usually have to wait for high tide before passing here, as the rocks are dangerous. A few miles from these rapids the Jacques Cartier falls in, still from the north, for the St. Lawrence is a northern river, and draws its unfailing waters mostly from the north. From this point the scenery loses its flatness, and the traveller will be repaid for an early morning start. The steamer swiftly passes village after village, and in the distance the mountains around Quebec can be seen, blue and dim, the sun rising behind them. On the right, near the city, is the mouth of the Chaudière River, on the left is Cap Rouge, and a little farther on is Sillery, close under which is Wolfe's Cove, where the landing was effected in 1759 which changed the destinies of Canada. Gliding on past the maze of ships, and rafts, and booms, and deals, the steamer sweeps close under Cape Diamond, into the matchless basin shadowed by precipitous cliffs, from which Quebec, the Queen of the St. Lawrence, looks down in all her quaint beauty upon a scene unequalled in the new world.

And now the steam-whistle, its piercing shrillness, heightened by the reverberation from the opposite cliffs of Point Levis, rouses all sleepy-headed passengers, and summons from the heights that heterogeneous congeries of vehicles in which Quebec rejoices. The traveller may, however, take one of the hotel omnibuses in waiting; but let him not leave the city without a ride in a "calèche." The world looks so strange from a calèche, and Quebec, from such a point of view, looks, if possible, quainter than it really

is. If the tourist be, unfortunately, thin and of light weight, anxiety lest he be shot out may disturb his mind; but still let him hold on bravely, he may not have another chance. The calèche is fast disappearing, its last home is here, and soon it will depart whither so many good things have already gone.

TO OTTAWA.

To Ottawa by Railway.—The Pacific Railway has purchased the portion of the former Q., M., O. & O. Railway between Montreal and Ottawa as the first link in the great system uniting the St. Lawrence with the Pacific Ocean. Trains leave the Dalhousie Square depot. The first stop is at

Sault-au-Recollet,—where the train crosses the Rivière-des-Prairies or Back River. The Convent of the Sacred Heart is on the right before passing the bridge. A fine view of the rapids may be had from both sides of the cars. The road now crosses Isle Jesus, a very fertile island 21 miles long and 6 miles wide. After passing St. Martin Station it arrives at

St. Martin Junction.—Here the North Shore Railway to Quebec diverges. The next station is

Ste. Rose.—At this point the train crosses the northernmost mouth of the Ottawa river and passes on to the main land. A very beautiful view may be had from the cars up and down the river, which seems to have no special name, and is called the Rivière St. Jean, or Jesus, or Terrebonne river, and sometimes simply the Ottawa. The road now lies across a level uninteresting plain, underlaid by the Potsdam sandstone and the Calciferous formation. At

Ste. Therese, a road branches off for St. Jerome, another for St. Lin, and another for St. Eustache. A

very large Roman Catholic College is situated here and may be seen from the train. The following stations are St. Augustin, Ste. Scholastique (which is the county town), St. Hermas and

Lachute, a large town upon the falls of the Rivière du Nord containing a number of manufactories. It is the county town of Argenteuil. The river skirts the Laurentian hills and the course of the train, after crossing it, lies between the Ottawa and the base of that range. The next station is St. Philippe; then, leaving all the saints behind, the train strikes for the main Ottawa river which is reached at

Grenville.—This is a very good point from which to examine the Laurentian country. The mountains abound in minerals such as mica, graphite and apatite, and the bands of crystalline limestone near here are favourite fields for obtaining specimens of the rarer minerals. At Grenville the Longue Sault rapid commences, which interrupts the navigation of the Ottawa; and here is also the upper end of the Carillon and Grenville canal. At the foot of the rapid Dollard and his companions, in the year 1660, saved Canada by the sacrifice of their lives.

Close to Carillon, at the foot of the canal, is this Thermopylæ of French Canada, but Dollard's name is commemorated in Ville-Marie only by a contemptible little lane. Passengers for Caledonia Springs get out here. After leaving Grenville the Calumet river, a small stream, is crossed, and, a mile and a half further on, the River Rouge, a turbulent stream, down which a good deal of lumber is floated. The train arrives next at Montebello—the residence of the late Hon. Louis Joseph Papineau, the O'Connell of Canada, from whom the next station, Papineauville, derives its inharmonious name. The road runs through a rough and uninteresting country for the rest of the distance. To the scientific tourist,

however, the ground is classic, for it is at Côte St. Pierre, in the seigniory of Petite Nation, 20 miles from Montebello, where the *Eozöon Canadense* is found in its least altered and most characteristic condition. At North Nation Mills the North Nation river, a lumbering stream, is crossed. Then follow the stations of Thurso and Rockland—next follows.

Buckingham, upon the Rivière-au-Lièvre a singularly rapid and turbulent stream which rushes, rather than flows, through a good hunting country but a bad one for settling in. The river falls 70 feet in a very few miles, and consequently there are several large lumber establishments here. Buckingham is the centre of the apatite and the plumbago mining country. Eleven miles above Buckingham and accessible by steamer from it is the Emerald mine, where the apatite may be seen in masses. The next stations are L'Ange Gardien and Templeton, then the Gatineau river is crossed. This is a very large and important lumbering river 300 miles in length, and a chief tributary of the Ottawa. The next station is

Hull, opposite Ottawa. A fine view of the Parliament buildings can be had from the station. After leaving Hull the Ottawa river is crossed upon a bridge remarkable for its solid construction, for here the Ottawa flows in a wide and full stream just above the Falls of the Chaudière. From the train a view of the rapids may be had. The river is 500 yards wide and the principal fall is 60 feet high. The tourist will find much to interest him in a visit to this fall. The next station is Ottawa.

LAKE MEMPHREMAGOG.

Excursion to Lake Memphremagog.—The South Eastern Railway extends from Montreal to Newport in

Vermont. There it connects with the Passumpsic Valley line, leading to Boston by a direct route through the very heart of the finest scenery of the White Mountains. Trains leave the Bonaventure Station for Boston morning and evening. In running down to the river the Lachine Canal (p. 163) is crossed, and the tourist may obtain a good view of it from the cars. The train crosses the St. Lawrence on the Victoria Bridge (see p. 167) and, at St. Lambert station, the South Eastern track diverges. Four railways start from this point. The Central Vermont is on the right hand, for the south, via St. Johns and St. Albans; the track of the South Eastern is the next. On the left are the main lines of the Grand Trunk for Portland, Quebec and Rouse's Point, and last to the left is the railway for Sorel. Trains also leave for Huntington, but they diverge from the main line of the Grand Trunk Railway at a point a few miles further on. From the embankments on approaching or leaving the Bridge a view of the rapids of Sault St. Louis and the bay of Laprarie may be seen on the right, and of St. Helen's Island and the city of Montreal on the left. After leaving St. Lambert the train strikes across the level country to the valley of the Richelieu which is reached at the Station of

Chambly Basin.—Here the Richelieu opens out into a wide and tranquil expanse after a turbulent and rapid course of 16 miles from St. Johns, and into this basin the Chambly Canal debouches. An important trade with the United States is carried on by this canal. The Richelieu river was, before railway times, the chief route between Canada and the United States. It drains Lake Champlain and, by the canal from Whitehall at the head of the lake, the waters of the St. Lawrence are connected with the Hudson river. The Richelieu was called the Riviere-aux-Iroquois in French times, for down it used to come the canoes of the hostile Mohawks from their homes

on the head waters of the Hudson. The Marquis de Tracy in 1665, seeing the importance of securing control of this river, ordered the erection of three forts. One, at the mouth of the river, was erected by M. de Sorel, one at this point was erected by M. de Chambly, and the third—Fort St. Therèse—a few miles further up, at the head of the portage, was erected by Colonel de Salières, the Colonel of the Carignan regiment in which the two former were captains. These forts were of wood, but in 1709 Captain Berthelot Sieur de Beaucourt erected a stone fort at Chambly upon the site of fort St. Louis, of which the ruins can be seen upon the left as the train approaches the station.

As the French power strengthened, Fort Chambly, or Fort St. Louis as it was then called, became less important, and the interest of the struggle with the English centres around Crown Point and Ticonderoga; but Chambly was always occupied by a strong French garrison. When Canada was ceded to the English, a British garrison replaced the French troops, but the fort at St. Johns was considered by far the most important on the river, and when the revolutionary war broke out in 1775, it was the garrison at St. Johns which arrested for two months the advance of Montgomery into Canada. While he was thus delayed Majors Brown and Livingstone raised about 300 Canadians, and with these, and 50 men of the Continental Army, invested Chambly, which surrendered apparently without firing a shot. Certainly nobody was hurt on either side and the whole matter was settled in 48 hours. The garrison was commanded by Major Stopford and consisted of 83 men of the 7th Royal Fusileers. Montgomery was running short of powder, and the capture of the military stores at Chambly contributed largely to the fall of St. Johns. The prisoners were very useful as a means of securing consideration for Ethan Allen and his men who had been captured a short time before in a

quixotic attack on Montreal. The colours of the 7th Fusileers which were taken at the same time were the first trophies of the war. It was a strange garrison. There were in the fort 83 soldiers and 90 women and children. They were all sent into the revolted colonies. The commandant at St. Johns permitted the batteaux to pass southward unmolested. "Their number of women and quantity of baggage" writes Montgomery, "is astonishing.". The whole affair is still a puzzle to the historian. The fort was a square enclosure with flanking towers unprotected by earthworks of any kind. Barracks and store houses were built around the court. The site was admirably chosen at the foot of the portage, commanding effectually the whole breadth of the river.

During the succeeding period while English troops were stationed in Canada, Chambly was continuously occupied by a garrison. The fort was abandoned about the year 1838 and began to fall into decay. Large barracks and officers' quarters were built near it. The number of troops gradually decreased, but, until the evacuation of the country, detachments from Montreal used to go every summer to Chambly for target practice. After the British troops finally departed, the inhabitants began to use the timber of the fort for fire-wood, until the river face fell down and the whole wall threatened to tumble in. Then arose an indefatigable local antiquary, M. Dion, who gave the Quebec Government no rest until the modest sum of $1,000 was granted to keep the walls from further decay, and with this inadequate sum he rescued this interesting relic of former days from utter ruin.

Chambly owes also to M. Dion's enthusiasm a statue in bronze of Col. De Salaberry, who won a victory over the Americans at Chateauguay in the war of 1812, while in command of a detachment of Canadian Voltigeurs. The statue is of bronze, cast at Montreal by L. P. Hebert. It is not much above natural size, but it is a decidedly better work of art than the

colossal statue of the Queen on Victoria Square in Montreal. There is a very pretty little English Church at Chambly. After leaving Chambly Basin the train next stops at

Chambly Canton.—Here are woollen and cotton mills and a paper mill. Several other factories cluster here on the shore of the St. Louis rapids, for the water power is very extensive. From Chambly, upon the left, Montarville, Beloeil, and Rougemont mountains are seen to great advantage, rising up out of the level and fertile country. The train now crosses the river, and, from the cars, a good view of the rapids may be obtained. Then follows Marieville, which is the station for Rougemont. On approaching Ste. Angèle, the next station, Monnoir or Mount Johnson is seen plainly on the right, and, on the left, the Yamaska Mountain emerges from the shadow of Rougemont. The Shefford Mountain becomes clearly visible also on the left, and, as the train proceeds, Brome and Sutton Mountains appear, after which the mountains around Lake Memphremagog are seen in a continuous chain also on the left. After Ste. Brigide the next station is

West Farnham, an important manufacturing village upon the Yamaska river. A large cotton factory and a beet-root sugar factory are among the industries established here. The Central Vermont Railway intersects the South Eastern at this point. The Yamaska is a very tortuous river. It is seen intermittently upon the left, winding through the level plain. After passing through Farnham, Brigham and East Farnham the train stops at

Cowansville, the county town. The neighbouring village of Sweetsburg is seen upon the rising ground. They are pretty places, and at this point the scenery begins to lose its flat character and gains rapidly in

interest. The land is also very good for agricultural purposes. The river is the south branch of the Yamaska. After West Brome follows

Sutton Junction, where the Railway from Sorel connects with the South Eastern. The Bolton Mountains around the lake are seen upon the left, the Pinnacle Mountain opens to the right. The train, after stopping at Sutton Flats and Abercorn, crosses the border and arrives at Richford in the State of Vermont, an important manufacturing town and one of the oldest in the State. The direct course of the road is now barred by Jay's Peak, the most northern spur of the Green Mountains, 4,018 feet high. The train now follows along the valley of the Missisquoi River which it crosses, and, after stopping at East Richford, turns back into Canada, keeping the river on the left continuously visible, winding among the meadows at the foot of the mountains. Glen Sutton and Mansonville, the next stations, are in Canada. Then the border is again crossed. North Troy by its name gives evidence of the classic culture in the United States, which replaces the saintly tendencies of the Lower Canadians. The Missisquoi river is finally crossed, and after passing Newport Centre, Lake Memphremagog opens out, and Newport, at the head of the lake, is reached.

Newport, is a pleasant little town in the State of Vermont, important chiefly because it is the terminus of the Passumpsic Railway and the point where travellers from Quebec and Montreal meet on the road to Boston. It is situated at the head of Lake Memphremagog, one of the most beautiful lakes in North America. The western shore of the lake is skirted by lofty mountains, while the eastern shore slopes gradually down to the water. Upon the eastern shore are many beautiful villas and productive farms, while the opposite side retains all its

primitive wildness. There is a continual contrast between these opposing styles of landscape beauty which adds variety to the scenery of the lake, for the eye wanders with pleasure from the quiet and fertile slopes, adorned with villas and laid out by art, to the rugged grandeur of Orford Mountain, the Owl's Head and Mount Elephantis which, as the sun declines, cast their sombre shadows far over the bright sheet of water. The outlet of the lake is the Magog river which falls into the St. Francis at Sherbrooke. It is a turbulent stream and, as it has a considerable fall in a short distance, it does much work for manufacturers before it is allowed to join the placid St. Francis. On Mondays the Steamer Lady of the Lake leaves Newport at 8 a.m. and goes to the town of Magog at the outlet, a distance of 30 miles, returning at 4.30. On other days the steamer goes only as far as Georgeville, but makes two trips, one at 8.30 a.m. and a second at 1.30 p.m. The prettiest scenery is on the lower part of the lake, so that the tourist will not miss much by turning back at Georgeville.

The most remarkable peak in the chain of mountains on the western shore is the Owl's Head. It rises from the very water's edge to a height of 2,743 feet. Snugly ensconced at its base is the Mountain House, a capital hotel, which has recently been refitted throughout. Those who are fond of climbing can easily make the ascent of the mountain by a footpath to its very summit. On a clear day the view is marvellously extensive. Lake Memphremagog in its whole extent—with every island and creek—is manifest at the foot of the mountain. Far off the St. Francis can be seen in its whole course to the St. Lawrence, and even the white towers of Notre Dame de Montréal can be discerned. On the east is lake Massawippi—on the west is lake Champlain with the Adirondacks behind it. On the south are the White Mountains and the Green Mountains. The valleys of the Yamaska and the Richelieu—a level plain with

isolated peaks lie spread out as on a map. It is a panorama which will reward the tourist for a two hours climb, because, owing to the comparatively isolated position of the mountain, there is no intervening summit to obstruct the view. Let the enterprising traveller ascend, provided with a field glass and a good map and he will not regret his labour, if only the weather be clear.

A little further down the lake is Mount Elephantis, and on the opposite shore is Bay View Park, a great resort for picnics. Then follow a number of handsome villas and fine farms. Half way down the lake is Georgeville—a pleasant summer resort with a good hotel. Opposite, on the west side, is Knowlton's Landing. Here the stage for Knowlton can be taken, traversing the Bolton pass through mountain scenery of alpine wildness and beauty. At last Magog is reached at the extreme northern end of the lake. The Central Vermont Railway has a branch line from St. Johns to this point which will shortly be extended to meet the Grand Trunk Railway at Sherbrooke. From Magog the steamer returns to Newport where the tourist may resume his journey to New York, Boston, Montreal or Quebec. Newport is a good holiday resort. It is a centre from whence many interesting excursions can be made and is within easy reach of all the chief cities of the North and and East.

The Eastern Townships.—This name is given to an important section of the Province of Quebec where the majority of the population is English. Its chief town is Sherbrooke (population 7,227), an important place at the junction of the Magog and the St. Francis rivers. Here are factories of woolens, cotton, flannel, paper, axes, and other leading articles. There is an abundant water power. Compton is the centre of a rich farming and stock-raising district. Here is the celebrated establishment of the Hon. Senator

Cochrane known to all stock-breeders in England and the United States. The choicest and most valuable cattle on the continent are here.

THE LOWER ST. LAWRENCE.

No one who possesses any love for scenery on a grand scale should fail to make the trip down the lower St. Lawrence as far as Gaspé, if time permit, but certainly as far as Tadousac and up the Saguenay. The majestic flood of the great river widening out into an estuary of the ocean, the cool and bracing breeze, the clear air, the stern and, at times, savage cliffs, the bright clean villages dotting the shore, surrounding the inevitable church, and surrounded by the fertile green of the clearings, present a succession of images unexcelled by the attractions of any other part of the world. The Grand Trunk Railway and the lines of steamers from Quebec have rendered this country thoroughly accessible. Here it is cool, while the rest of the northern hemisphere is baking under the summer sun; here are spots where the youthful and merry may dance and flirt with those like-minded; spots where the sportsman can rejoice over the abundance of fish, with bracing air and fatigue for sauce; and spots where the wearied man of business may rest.

The service of the St. Lawrence and Saguenay is performed by a line of boats, which leave Quebec on the arrival of the Richelieu Company's steamers and the night trains from the West. These steamers supply excellent meals. State-rooms can be secured in advance, and, with very little baggage besides great-coats and shawls, a party may make a delightful trip, the boat serving for a floating hotel.

On leaving Quebec the harbour basin is seen to great advantage. Far off on the left Montmorenci, sheeted with white foam, shines out from the green hill-side. The beautiful Island of Orleans is soon

reached on the left. It is nineteen miles long by five and a half broad. About twelve miles from Quebec, upon this island, is the village of St. Laurent. Here the expedition under Wolfe landed in 1759. St. Patrick's Hole, nearly opposite, is a sheltered anchorage for ships, where they used to wait for their last orders. Here was built the great timber ship, the "Columbus," of 3,700 tons burden and 301 feet in length. She carried four masts, and, when built forty years ago, was thought to be the largest ship afloat. The pretty village of St. Anne upon the north shore is hidden by the intervening island. It is situated upon the St. Anne River, where are rapids and two waterfalls celebrated for their beauty and often visited from Quebec. Besides, it is the Canadian Loretto, and "La Bonne Ste. Anne" has worked as many miracles as any saint in Europe. Pilgrimages are constantly made to this shrine from all parts of the province.

The north shore of the river is wild and mountainous, but the south side is, for more than a hundred miles, a continuous settlement. As the current sets strongly down the south side, the steamers always follow it, and as parish after parish, with church after church at regular intervals, is passed, the effect is peculiarly pleasing.

Passing the Island of Orleans we soon reach Grosse Isle, thirty miles below Quebec. This is the quarantine station, and has a resident establishment for visiting ships and receiving sick emigrants. Dreadful memories linger around this island of the horrors of the fever year of 1847, when the famine-stricken people of Ireland poured into our country, and ship after ship landed its cargo of poor fevered emigrants upon this small island. Six thousand are said to have been buried in one long grave. Opposite Grosse Isle, on the north shore, is Cape Tourmente. The mountains which from Quebec were seen looming in the purple distance here first reach the river, and follow down along the north shore to a point twenty miles

below the Saguenay. The cape is 1,800 feet high. Opposite, but still far off from the south shore, the mountains begin to creep nearer, until, at the point where the north mountains retire, the south mountains come out upon the river.

Forty miles below Quebec, on the south side, is the thriving village of St. Thomas, situated on the Rivière du Sud. Rising among the mountains, this stream winds through the rich plain and falls into the St. Lawrence, near the village, over a pretty fall of some 20 feet high.

Not quite so far down as St. Thomas are Crane Island and Goose Island, famous among lovers of sport. They are very fertile islands, and are connected by a long low belt of land, producing abundant crops of hay.

Sixty-five miles below Quebec is the Traverse, Although the river is thirteen miles wide, the only channel available for large ships is not more than 1,400 yards across. The Isle-aux-Coudres (so called by Jacques Cartier from the number of filberts he found growing there) and two large shoals obstruct the navigation. The river bottom is also very irregular, and cross currents run in all directions. Large sailing ships generally wait a particular state of the tide before passing through.

Isle-aux-Coudres on the north, at the entrance of Baie St. Paul, is a large island under good cultivation.

La Baie St. Paul lies inside of Isle-aux-Coudres, to the north, between two lofty and precipitous capes. The Rivière du Gouffre runs into it. It is a very picturesque bay, being closed in by an amphitheatre of mountains. Near the bay is a very large deposit of titaniferous iron ore 90 feet thick. Any scientific person who finds out a use for titanium will make his fortune and enrich this locality.

Between Bay St. Paul and Murray Bay, or Malbaie, lies the seigniory of Les Eboulemens, a name denoting a peculiarity of the country. It is re-

markable for being a sort of earthquake centre. Every year shocks are felt, and occasionally they have been very severe. In 1757 the earth cracked in many places. In 1791 the shocks continued for forty successive days. But the great earthquake year was that celebrated in the "Jesuit Relation" of 1663, when, it is said, that mountains were thrown down and the face of the country changed from Baie St. Paul to the Saguenay. The convulsions extended throughout Canada, and in Quebec and Montreal the people rushed out of their houses in terror, the bells were violently rung, and the forests swayed as with a tempest. They commenced in winter, and the ice was thrown up in great heaps. At Tadousac showers of ashes fell, and at Baie St. Paul a mountain was thrown into the sea and became an island. The river was agitated by great waves and ran of a changed colour. These shocks lasted from February to August. The piety of the inhabitants grew more and more earnest. Never, says the narrator, were there so many or so sincere confessions, or so many conversions. Many who were engaged in the liquor traffic (which the priests always opposed) saw the error of their ways and repented. The good fathers were sometimes a little imaginative in their missionary reports, but whatever there may be of exaggeration in these accounts, it is evident that some grand convulsion, centering in this spot, took place at that time.

The geological character of the whole of the north shore is Laurentian. The great mass of the rocks are gneiss, very much twisted and contorted, and containing large quantities of Laurentian limestone. Seams of granite occasionally, as near Tadousac, cut the gneiss. The whole shore abounds in iron sand. At the Moisic, 364 miles below Quebec, works were erected for smelting this sand, which makes excellent iron. Magnetic iron ore and titaniferous iron ore are very abundant.

Murray Bay, or Malbaie, is 90 miles from Quebec. It is a deservedly favourite summer resort for Cana-

dians. The Murray river, a small stream with fair fishing, falls into this bay. There are good hotels where a stranger may stop. The long line of cottages around the bay are the summer residences of Montreal and Quebec people. It is a place of much interest to geologists, for fossiliferous Silurian rocks lie at the base of the Laurentian cliffs. This seigniory was granted, after the conquest, to an officer in one of Wolfe's Highland regiments, and was settled by soldiers who obtained their discharge in Canada. Here they married Canadian wives, and forgot, not only Scotland, but their religion and language, and the tourist is startled to find many Frasers, McNeils, and Blackburns who cannot speak a word of English. There is an English church service here on Sundays during summer, and for week-day amusements boating and fishing suffice. Several lakes at no great distance afford pleasant excursions.

Upon the north shore, near the mouth of the Saguenay, is a small island called Echafaud aux Basques and, in Charlevoix's time, traces of its occupation by whalers were visible. The Basque roads, quite close, were called l'Anse aux Basques in Champlain's time.

Soon are passed on the south shore the Kamouraska islands, the Pilgrims, Hare island, and the little islets familiarly styled Brandy Pots. The boat stops at Kamouraska, a favourite watering-place with the French Canadians. The country is productive, and abounds, moreover, in pretty scenery. The Kamouraska river falls into the St. Lawrence at this point.

The next stopping place is the wharf, 125 miles from Quebec, where passengers are landed for Rivière du Loup and Cacouna. Carriages in plenty will be found on the wharf to take the tourist to either place. The wharf is midway between them. Rivière du Loup is one of the most picturesque villages in the province. Near the village are the pretty falls of the Loup river, close to the railway track. The old portage to the head-waters of the St. John commenced here.

Cacouna. — This is the Brighton of Canada, the paradise of fair Quebecers, famous for dancing and flirting, and a dangerous place for an unengaged bachelor, or even for an engaged one, if his *fiancée* be not there also to monopolise him. The St. Lawrence hotel upon the river-bank is always well kept. For miles along the road between Rivière du Loup and the east end of this village the white cottages of summer residents are scattered along the high bank. The river is here twenty-five miles wide and quite salt. The ships nearly always pass near the south shore, and there is amusement for idlers in watching them. The river forms here a shallow bay, sheltered by Cacouna island, and the sandy beach at high water is suitable for bathing. To sit upon the edge of the high river bank at Cacouna and watch the sun sink behind the purple mountains of the north shore is a sight worth coming all the distance to see.

Tadousac.—Leaving the Rivière du Loup wharf, the the steamer crosses over to Tadousac and passes up the Saguenay, returning the next day. So much has been written, and well written, about the Saguenay river, that we could not do better than quote some of the more graphic descriptions. Here is one by Francis Parkman, a description of Tadousac in the time of Champlain :—

"The port of Tadousac was long the centre of the Canadian fur trade. A desolation of barren mountains closes around it, betwixt whose ribs of rugged granite, bristling with sapins, birches and firs, the Saguenay rolls its gloomy waters from the northern wilderness. Centuries of civilization have not tamed the wildness of the place; and still, in grim repose, the mountains hold their guard around the waveless lake that glistens in their shadow, and doubles, in its sullen mirror, crag, precipice and forest.

"Near the brink of the cove or harbour where the vessels lay, and a little below the mouth of a brook which formed one of the outlets of this small lake, stood the remains of the wooden barrack built by Champlain eight years before.

Above the brook were the lodges of an Indian camp, stacks of poles covered with birch bark. They belonged to an Algonquin horde called *Montagnais*, denizens of surrounding wilds, and gatherers of their only harvest—skins of the moose, cariboo, and bear; fur of the beaver, marten, otter, fox, wild cat, and lynx. Nor was this all, for they were intermediate traders betwixt the French and the shivering bands who roamed the weary stretch of stunted forest between the head waters of the Saguenay and Hudson's Bay. Indefatigable canoe-men in their birchen vessels light as egg-shells, they threaded the devious tracks of countless rippling streams, shady by-ways of the forest, where the wild duck scarcely finds depth to swim; then descended to their mart along those scenes of picturesque yet dreary grandeur which steam has made familiar to modern tourists. With slowly moving paddles they glided beneath the cliff whose shaggy brows frown across the zenith, and whose base the deep waves wash with a hoarse and hollow cadence; and they passed the sepulchral bay of the Trinity, dark as the tide of Acheron, a sanctuary of silence and solitude, where the soul of the wilderness dwells embodied in voiceless rock; depth which, as the fable runs, no line can fathom, and heights at whose dizzy verge the wheeling eagle seems a speck."

"The scene," Parkman adds in a note, "is one of the most remarkable on the continent." Bouchette estimates the height of these cliffs at 1800 feet.

But not only was Tadousac the centre of the fur trade. It was also a centre of the Christian faith. With the trader came the indefatigable missionary, not without fruit also of his labours. Far up, upon the head waters of the Saguenay and St. Maurice, where the foot of the white man even now seldom treads, the cross was planted by zealous missionaries in very early times.

The Saguenay is, next to the Ottawa, the most important tributary of the St. Lawrence. The largest ship of the line can sail up safely sixty-five miles from its mouth to the rapids at Chicoutimi. It receives eleven large tributaries, which drain many lakes in the interior. Chicoutimi, from which large quantities

of lumber are shipped, is half-way between the mouth of the river and Lake St. John.

The entrance to the river is somewhat intricate, but once past the line of shoal, it is not easy to find anchorage, so great is the depth of the water. In a distance of many miles the depth is 145 fathoms, and the breadth varies from three quarters of a mile to two miles. The harbour is on the north-east side of the mouth of the river, and is separated from it by a rocky peninsula, The steamer does not enter the harbour, but stops at *L'Anse a l'Eau*, upon the river. The wharf is but ten minutes' walk from the hotel, which is beautifully situated upon a plateau overlooking the St. Lawrence. Every comfort will be found here, and for amusements, fishing and boating will suffice. There are no roads and no carriages. Over the wilderness of cliffs no roads are possible. From the bold summits of the surrounding hills views may be had of surpassing beauty and grandeur, scenery which in Europe would be crowded with visitors and celebrated in story. Not that this rocky harbour has no history or legend clinging to it. The quaint little chapel perched up so high tells of two centuries of devotion, and reminds the traveller of the undying zeal of its founders. In this harbour Chauvin died, the enterprising Huguenot who first induced Champlain to visit Canada. Here Sir David Kirke left his main squadron when he sent up the expedition which took Quebec and plundered the rising colony.

The Prince of Wales visited the Saguenay during his Canadian tour, and probably the most vivid description of the peculiarities of the river which has yet appeared is in the volume published by Mr. Wood, the *Times'* Correspondent, who was in his suite. The first day was wet, but the weather having changed and the sun having come brightly out, the Prince was left to fish in the Marguerite, and a number of his suite, Mr. Wood among them, went further up the river in the sloop of war. Mr. Wood thus describes the trip:—

"From St. Marguerite the smart little sloop steamed on to where the wild scenery of the river culminates at a little inlet on the right bank between Capes Trinity and Eternity. Than these two dreadful headlands nothing can be imagined more grand or more impressive. For one brief moment the rugged character of the river is partly softened, and looking back into the deep valley between the capes, the land has an aspect of life and wild luxuriance, which, though not rich, at least seems so in comparison with the previous awful barrenness. Cape Trinity, on the other side towards the landward opening, is pretty thickly clothed with fir and birch mingled together in a colour contrast which is beautiful enough, especially when the rocks show out among them, with their little cascades and waterfalls like strips of silver shining in the sun. But Cape Eternity well becomes its name, and is the very reverse of all this. It seems to frown in gloomy indignation on its brother cape for the weakness it betrays in allowing anything like life or verdure to shield its wild, uncouth deformity of strength. Cape Eternity certainly shows no sign of relaxing in this respect from its savage grandeur. It is one tremendous cliff of limestone, more than 1,500 feet high, and inclined forward nearly 200 feet, brow-beating all beneath it, and seeming as if at any moment it would fall and overwhelm the deep, black stream which flows so cold, so deep and so motionless below. High up on its rough grey brows a few stunted pines show like bristles their scathed white arms, giving an awful weird aspect to the mass, blanched here and there by the tempests of ages, stained and discoloured by little waterfalls, in blotchy and decaying spots, but all speaking mutely of a long-gone time when the Saguenay was old, silent and gloomy, before England was known or the name of Christianity understood. Unlike Niagara, and all other of God's great works in nature, one does not wish for silence or solitude here. Companionship becomes doubly necessary in an awful solitude like this, and, though you involuntary talk in subdued tones, still talk you must, if only to relieve your mind of the feeling of loneliness and desolation which seems to weigh on all who venture up this stern, grim watery chasm.

"The 'Flying Fish' passsd under this cape slowly, with her yards almost touching the rock, though with more than 1,000 feet of water under her. Even the middies and youngsters from the squadron were awed by the scene into a temporary quietness. The solemn and almost forbidding silence at last became too much. The party said they had not come out to be overawed, chilled and subdued by rocks, however tremendous, so it was carried *nem. con.* that dead and stony as they were, they must at least have echoes, and the time

was come to wake them. In a minute after, and Captain Hope having good-naturedly given his consent, one of the largest 68-pounders was cast loose and trained aft to face the cliff. From under its overhanging mass the 'Flying Fish' was moved with care lest any loose crag should be sufficiently disturbed by the concussion to come down bodily upon her decks. A safe distance thus gained, the gun was fired. None who were in the 'Flying Fish' that day will ever forget its sound. For the space of half a minute or so there was a dead silence, and then as if the report and concussion were hurled back upon the decks, the echoes came down crash on crash. It seemed as if the rocks and crags had all sprung into life under the tremendous din, and as if each was firing 68-pounders full upon us, in sharp crushing volleys, till at last they grew hoarser and hoarser in their anger, and retreated, bellowing slowly, carrying the tale of invaded solitude from hill to hill, till all the distant mountains seemed to roar and groan at the intrusion. It was the first time these hideous cliffs had ever been made to speak, and when they did break silence they did it to some purpose.

"A few minutes further on, the 'Flying Fish' passed under Statue Point, where, at about 1,000 feet above the water, a huge rough Gothic arch gives entrance to a cave in which, as yet, the foot of man has never trodden. Before the entrance to this black aperture a granitic rock, like the statue of some dead Titan, once stood. A few years ago during the winter, it gave way, and the monstrous figure came crushing down through the ice of the Saguenay, and left bare to view the entrance to the cavern it had guarded perhaps for ages. Beyond this, again, was the Tableau Rock, a sheet of dark-coloured limestone, some 600 feet high by 300 feet wide, as straight and almost as smooth as a mirror."

This is a very fine description. All who love the Saguenay will enjoy it, for the Saguenay has not only many admirers, but many true lovers who spend their summer holidays upon its waters. There is something in the scenery of the river which gives tone and vigour to the mind, something sanative to an overwrought brain, as the climate is bracing to the body. Before these solemn precipices vanity and ambition seem ridiculous, and the calm grandeur of these everlasting hills mocks the pettiness of our short-lived and fussy cares. A visit to the Saguenay is in truth a "medicine to the mind diseased."

Ha Ha Bay, is the usual termination to the Saguenay trip. The bay is about seven miles wide and nine miles long, and affords excellent anchorage for vessels of any size. The main channel of the Saguenay passes up to the right between two cliffs called East and West Capes, but here a broad bay spreads out, and houses and people and green fields once more appear.

Twenty miles farther up is Chicoutimi, an interesting village situated at the junction of the Chicoutimi river with the Saguenay. It is an important place for lumber export. The chapel is one of the old Jesuit buildings, for they had a mission here very early. The Saguenay is navigable for a few miles further up before it is broken by rapids. The Chicoutimi river runs a short but violent course of ten miles from lake Kenogami, broken by almost continuous rapids and falls. The falls near the village are fifty feet high.

TO THE BAY CHALEUR.

Those who desire to follow the St. Lawrence to the Gulf must take passage at Quebec on one of the Quebec and Gulf Port steamers.

After passing the mouth of the Saguenay, the first point of interest is the island of Bic. At this point outward-bound vessels leave their pilots, who await inward vessels here. The special dangers of the river are supposed to be over, and captains can navigate from this point by the aid of charts alone. This is the last anchorage in the river, and affords excellent shelter in bad weather. The island is long and low and not inviting. Here, in December 1861, the Cunard steamer "Persia," landed a regiment of Guards during the crisis of the Trent affair. Many ships are here at all times during the summer, either outward bound waiting for westerly, or inward bound, waiting for easterly breezes. The high mountain of

Bic is a good coast mark for a ship sailing up the river. Bic is 153 miles from Quebec.

Soon after passing Bic the long pier of Rimouski is seen. Here the ocean steamers of the Allan Line land or receive the incoming or outgoing mails. Passengers may also leave or join the steamer here. A tender is always in readiness for the purpose. The town of Rimouski is two miles from the wharf. It is the most important town in the province east of Quebec. The Intercolonial Railway passes through it. Passengers from the Maritime Provinces usually land or embark at this point.

The Paps of Matane come next in sight, two remarkable mountains, very useful landmarks for seamen. Soon Metis is passed, now a favourite summer resort for people who dislike warm weather. Matane is next passed where the Matane river falls into the St. Lawrence. This river rises in the rear of the Paps of Matane, and should, in all reason, flow south, but, taking a sudden turn, it unexpectedly breaks through the mountains at this point. The settlement on its banks is hidden by the hills; it is a considerable fishing village.

The south bank of the river is here very bold and grand. The mountains have receded from the north shore so that all the scenery is on this bank. The Notre Dame mountains divide the streams which flow into the Bay Chaleur from the St. Lawrence waters, but there is very little of a water-shed upon this side.

At Cape Chatte, called after M. de Chates, commandant at Dieppe, who was Champlain's first patron, and Cape St. Anne, which are next passed, the river proper may be said to cease. The distance from Cape Chatte to Point des Monts on the north shore is twenty-eight miles. The steamer now enters the Gulf of St. Lawrence, and the left-hand shore trends rapidly to the north. Little fishing stations only are seen clinging to the base of the steep shores. In a few hours Cape

Rosier is passed, and if the weather is clear the island of Anticosti may be seen in the distance.

Cape Gaspé is next passed, and, between high and bold cliffs, and through a narrow inlet, the steamer passes into the beautiful land-locked Bay of Gaspé.

Gaspé is a pleasant summer residence. The bay is sixteen miles long and five miles broad, sheltered from all winds, and with excellent anchorage. The visitor who delights in boating or fishing will have full employment, and the artist in pursuit of fine scenery will find it to his heart's content. The land slopes gently down around the bay, and further inland, wooded mountains, full of streams abounding in fish, tempt the enterprising tourist. Gaspé is an important fishing town, and here is the chief establishment of the large firm of Le Boutillier Brothers.

At the further end of Gaspé Bay the shores approach, and again widening, form what is called Gaspé Basin, a magnificent sheet of water, landlocked, in which three hundred large vessels might ride out the fiercest storm with ease.

Leaving Gaspé, the boat arrives, after two or three hours, at Percé, a picturesque place situated on the southern shore of Malbaie. It derives its name from a very remarkable rock standing isolated though in direct line with Barry Point. The rock is pierced by an arch, through which boats may sail, and its inaccessible summit is thronged by sea birds. It is 1500 feet long, 300 feet wide, and rises to a height of 290 feet. Behind the village rise the cliffs called *Les Murailles*, suggesting to the imagination a ruined wall of some fortress of Titans. They attain a height of 600 feet, and seem to threaten the village with an impending fall. The island of Bonaventure, precipitous upon one side with lofty cliffs, and sloping gently down upon the other in fertile fields, adds to the interest of the scene.

Seventy miles from Percé, in the Baye des Chaleurs, is Paspebiac, an important fishing town and

the headquarters of the large firm of Robin. This is a firm of Jersey men. It was established here in 1767. They have many small stations for curing fish, and their vessels sail to all the ports of the Mediterranean and Spanish Main. The cod of the Bay Chaleur, though smaller than the Newfoundland cod, are more highly esteemed, being whiter in colour and probably more carefully cured. From the days of the discovery of the country, before the settlement of Quebec, the bay has been crowded with fishermen as it is to this day. In the rivers, salmon are abundant and of large size.

The next stopping point is Dalhousie in New Brunswick. The river Restigouche, which falls in at the head of the bay, marks the boundary of Quebec upon that side. (see pp. 82–86.)

THE LABRADOR COAST.

In the long summer days the steamers for England take the route through the Straits of Belle Isle. This is not only the shorter course, but it is the pleasanter one for passengers; as nearly one-third of the distance to England is in comparatively smooth water, and bad sailors get their sea-legs by degrees.

This coast was well known in the very earliest times. The Norseman knew it in A.D. 1000, under the name Helluland. It was re-discovered by Gaspar Cortereal in A.D. 1500. He would seem to have named it, but the meaning of the name Labrador does not clearly appear. It is not, as in Cape Breton "Le Bras-d'Or," and the tradition on the coast that it is a survival of the name of an early Basque whaler seems to be without foundation. Far-fetched also is the supposition that Cortereal named it *Laborador* because of some spots which appeared fit for cultivation. The most probable theory offered is, that, having stolen fifty of the natives as slaves, he called it *Laborador*—the labourer's or slave coast. In the

oldest maps it is called "*Laborador* or *Terra Corterealis*." And here it may be observed that, from Labrador to La Plata, it was as man-stealers that Europeans made their *debut* upon this continent. It is also worthy of notice that more people were burned alive in Europe for witchcraft and theological eccentricities in time of peace than the Red Indians ever burned as enemies in time of war; and also that the northern Indians invariably respected their female captives, who, if they survived the heat of battle, had nothing else to dread.

The Esquimaux tribes, who now inhabit the interior of this region, dwelt, at the period of the Norse voyages, much farther to the southward and were gradually driven north by the irruptions of the Algonquin tribes who arrived later on the coast. These Esquimaux are by no means to be despised; for, according to Mr. Fiske ("Excursions of an Evolutionist") they are the sole surviving representatives of the Cavemen of Europe of Pleistocene ages, who, during the glacial period, wintered in the still fashionable regions of Pau and Mentone, in company with their pet animals the cave-bear, the cave-lion, the mammoth, and the woolly rhinoceros. Before an antiquity like that even the Massimi must yield precedence, and the Capets and Howards be considered mushroom races. If the features of this ancient people cannot be called pleasing, they have, in the smallness of their hands and feet and their love for hunting and fishing, well recognized marks of distinguished descent.

Botany.—The character of the climate may be learned from the following sketch of the Botany of the coast contributed by Mr. A. T. Drummond:—

"On the northern coast of the Gulf of St. Lawrence there is an interesting intermingling of arctic and sub-arctic with northern temperate plants. Opposite Belle Isle, the first land which the traveller meets on

his journey from Europe to Canada by the northern route, the trees are limited to a very few species, probably only the poplars (*Populus tremuloides* and *P. balsamifera*), the birch (*Betula papyracea*), the spruces (*Abies nigra*, *A. alba* and *A. balsamea*), and the larch (*Larix Americana*). There are, however, here, both in Labrador and in Newfoundland, many interesting little arctic plants, amongst others,—*Draba incana*, *Lychnis alpina*, *Cochlearia tridactylites*, *Silene acaulis*, *Dryas octopetala*, *D. integrifolia*, *Rubus arcticus*, *Saxifraga nivalis*, *S. stellaris*, *Sedum Rhodiola*, *Solidago virgaurea*, *var. alpina*, *Arctostaphylos alpina*, *Diapensia Lapponica*, *Pleurogyne rotata*, *Salix alpestris*, *S. reticulata* and *S. phyllicifolia*. A branch of the cold Labrador current flows south through the Straits of Belle Isle, and thence along the north shore towards and up the estuary of the St. Lawrence, carrying with it, no doubt, with other drift, the seeds of both arctic and sub-arctic species. On Anticosti and the Mingan Islands, against whose shores this branch current strikes, there are, in addition to the above species, others, as *Thalictrum alpinum*, *Erysimum lanceolatum*, *Vesicaria arctica*, *Viola palustris*, *Saxifraga Groenlandica*, *Erigeron alpinum* and *Betula nana*. Along with these arctic species are, everywhere, numerous little sub-arctic forms.

Those interested in European botany will be delighted to find in Newfoundland and along the coast here a considerable proportion of identical European species, not merely among the high boreal forms, but even among the northern temperate species, recalling the probably changed physical features of these continents which in post-tertiary times gave opportunity for this intermingling of European with American vegetation.

A most interesting fact is the range of some of these little arctic and sub-arctic plants up the broad estuary of the St. Lawrence, upon both sides, towards Quebec. At Gaspé, the "Land's End" on the south

shore, and thence up the river on that side, the climate as shown by the flora, is milder, though *Dryas Drummondii*, *Solidago thrysoidea*, *Vaccinium Vitis-Idæa* and *Asplenium viride* occur at Gaspé Basin, and *Rubus Chamæmorus*, *Empetrum nigrum*, *Gentiana acuta*, and *Pleurogyne rotata* extend as far as Rivière du Loup. Even on the Island of Orleans opposite Quebec are found *Astragulus alpinus*, *A. secundus*, *Vaccinium uliginosum*, *V. Vitis-Idæa*, and *Euphrasia officinalis*. On the north shore of the river the sub-arctic flora is more pronounced, and the northern temperate species are somewhat fewer in number. The water of the river is found there to be colder, with a corresponding effect on the temperature of the immediate coast. An explanation of these features is not difficult. Arctic plants delight in a low, equable temperature and a moist atmosphere, and whenever these conditions exist, whether on mountain summits or northerly ocean coasts, there these little plants find a congenial home. Thus we find sub-arctic plants on the jutting headlands of Lake Superior. The immediate coasts of the Lower St. Lawrence also amply supply these conditions. They occupy a rather high latitude, and generally rise to considerable elevations, forming extensive rocky bluffs and, in frequent cases, mountain ranges. The broad and deep expanse of water fronting them necessarily lowers and equalizes the temperature, while the constant evaporation over its vast surface gives moisture to the air. The temperature is still further lowered by the cold Labrador current which, chilled by recent contact with floating ice and bergs, is, by the peculiar position of the Island of Anticosti, thrown against the north shore of the river, along which it continues until it meets, before reaching Quebec, the warmer waters from the great lakes above. Here the current is reversed and the outflow of the united and warmer waters to the Gulf takes place towards the south side of the river.

That latitude has, in the Dominion, but a small

relation to climate is strikingly exemplified in the valley of the Lower St. Lawrence. Anticosti whose flora indicates a sub-arctic climate and which is only used for fishing and lighthouse stations, is in the same latitude as Winnipeg and Vancouver Island, and lies even south of a considerable portion of the Canadian Pacific Railway west of Winnipeg, and of most of the finest agricultural territory of Manitoba and the North-west. In fact, latitude 49°, which forms the southern boundary of the Dominion from the Lake of the Woods westward to the Pacific Ocean, passes through the northern part of the Gaspé Peninsula and not far from Heath Point in Anticosti."—A. T. D.

History and Physical Aspect.—On the eastern coast of Labrador Nature usually wears her sternest aspect. Cold, desolate cliffs, deep fiords, broad bays crowded with rocky islets; a coast ground by ice, and beaten by the waves—destitute of verdure and defiant of the utmost fury of the ocean. On the western coast, about Mingan and Seven Islands, these sterner features are relaxed, the trees come down to the coast line, and the gardens at the fishing posts produce the hardier kinds of vegetables. All along from the Saguenay to Belle-Isle are salmon streams without number, the myriad inlets are the haunts of innumerable aquatic birds, and the cold waters teem with fish in inconceivable numbers. Even in early spring, while the field-ice is packed along the coast, the sealers reap an abundant harvest. From these forbidding shores greater wealth has been carried away than from the mines of Potosi; for there have resorted, during 400 years, fishermen from every seaport on the west of Europe.

It has been stated, on what authority does not appear, that Cabot, on his first voyage, found a Basque vessel on the coast of Newfoundland. It is, however, certain that, in A.D. 1508, only eleven years after Columbus discovered America, the Breton

fishermen had an important establishment upon the the coast called Brest. This port is laid down on the earliest maps, and Jacques Cartier, in 1535, found, on the coast of Newfoundland, a Rochelle vessel looking for it. The tradition of the coast is wrong in placing this post at Bradore. It was on Old Fort Bay in Esquimaux Bay, called "Vieux Fort," by the French 200 years ago. Roberts, in his Dictionary of Commerce, published in A. D. 1600, describes it as an important place, and speaks of the Governor and officers of the town. The fort was of stone and mounted with cannon, but it is difficult to conceive that the population, which is stated to be 1000, could have been resident. It was probably a favourite rendezvous in the fishing season. The Esquimaux were very hostile at that time and the fishermen could not scatter their posts. The place disappeared from the later French maps excepting under the name *Vieux Fort*. In those early days these waters were celebrated in Europe as a whaling ground. In Robert Dudley's *Dellarcano del Mare*, published in Florence in 1647, he calls the water shut in by Meccatina and Belle Isle "*la Gran' Baia dove se pescono le Balene*." The French followed the cod and seal fisheries. The Basques were the whalers; and French and Spanish Basques worked in harmony together. Harbours for shelter there are in abundance, and fish enough there still are to afford, in A.D. 1880, a product to the value of $1,401,288.

The earliest enterprise of the Canadian French was in this direction. From Tadousac to Cape Cormorant was a Royal Domaine worked by the "*fermiers du Roi*," to whom the king let it. From there to Bradore extended a grant made in 1661 (nine years before the date of the Hudson's Bay charter) to the Sieur Bissot de la Rivière. The islands opposite, which follow each other in close succession for the same distance along the coast, were granted in 1678 to Joliet and Lalande, and Joliet, as a reward for having discovered the Missis-

sippi, received a grant of the island of Anticosti. There he resided in 1680 with his young wife Claire Bissot, and four young children; but the English plundered and broke up his posts, and like LaSalle he died a ruined man. The grave of LaSalle is somewhere near the mouth of the Mississippi. Joliet was buried on an island at the mouth of the St. Lawrence opposite Meccatina.

Pointe des Monts.—The light-house upon a low spit of land is supposed to mark the entrance of the river. The coast is low and monotonous. Dangerous shoals skirt the north shore from Tadousac, and the iron sand which is abundant on the coast is said to affect the compasses of ships approaching it. From hence the coast trends abruptly to the North. The next important point is

Egg Island, famed as the scene of the wreck of Admiral Walker's fleet in 1711; see pp. 90, 129, 141. The expedition consisted of 68 vessels, and carried 6463 soldiers, many of them veterans of Marlborough's wars. Nearly one thousand men were drowned. Eight transports were lost, and the remaining vessels were shattered by the storm.

The Bay of Seven Islands. — The scene of one of Whittier's prettiest and most touching ballads:

> "Green-turfed, flower-sown, the last outpost
> Of summer upon the dreary coast,
> With its gardens small and spare,
> Sad in the frosty air."

A beautiful land-locked bay, where the largest navies could ride in safety, and easily accessible in all winds. The mountains in the distance are 1,000 to 1,300 feet high. The bay runs six miles into the land. The seven islands are high and steep. Great and Little Basque islands are 500 feet high. It is a place of wild and picturesque beauty. Near here is the Moisic river,

celebrated for its iron deposits and for its salmon fishing. From hence to the Natashquan the coast is a succession of cliffs of moderate height, uniform and monotonous.

Mingan, is an important point. The Mingan islands help to form one of the best harbours on the coast. This was the headquarters of Bissot, to whom the seigniory was granted in 1661, and the Hudson's Bay Company have a post here which they rent from his successors. At Esquimaux Point is a large settlement of 1775 inhabitants, who have a fine church and do a good business in the fisheries.

Natashquan is the next harbour of importance. The river is the largest on the coast, and celebrated for salmon. There are also good harbours at Kegashka and Coacoachou, farther east. From thence to Meccatina is an unsheltered and formidable coast. At Cape Whittle the coast turns northward towards Belle Isle.

Great Meccatina.- A bold headland and a notable landmark on the coast. Near it (perhaps on Little Meccatina Island) is the scene of a touching story, related by Thévet of the lady Margaret, niece of the stern Huguenot Roberval. He abandoned her and her duenna on one of these islands when her love became evident. Her lover jumped overboard and swam to the island to share her fate. This was in 1542. The duenna died and the lover died, and after two years of solitary struggle the lady was rescued by a passing vessel and carried to France. Queen Margaret of Navarre refers to the same story in one of her tales but she has got it wrong. Thévet learned the particulars from the lips of the lady Margaret herself. From this point to

Bradore Bay, the coast makes an inward sweep. Notable among the bays and harbours which abound

in this curving coast is Old Fort Bay where, as we have seen, was the harbour of Brest. Bradore Bay was an old haunt of the Spanish Basques. They made a settlement there, but the Esquimaux broke it up. Hence the name *Baye des Espagnols* given to it by the French in early days. It was the boundary of Bissot's grant. Jacques Cartier called the bay "Les Islettes," and to its sheltered waters, studded with countless islands, every kind of fish or fowl which frequents the northern waters loves to resort. The bold cape which bounds the bay on the north is Grand Point, and close to it is Anse aux Blancs Sablons—the boundary of Canada on the East.

The Salmon Fisheries of the so-called King's Posts formed, early in the century, no inconsiderable item in the business of the Hudson's Bay Company. The numerous rivers and streams which empty their waters into the Atlantic ocean and Gulf of St. Lawrence all the way from Hudson Straits to the Saguenay formerly abounded with these fish, but the barrier-nets and weirs of pale-faces and the spears of Indians had well nigh exterminated the species. In 1852 the Canadian government assumed possession of the salmon fisheries, passed protective legislation through Parliament, and organized an effective system of guardianship—and with the best results, as salmon have again become fairly abundant in most of these waters. Recent litigation has, however, partially reversed this action of the legislature and has confirmed the title in a salmon fishery to the riparian proprietor.

Owing to climatic causes the salmon season in Quebec is of short duration, scarcely extending over more than twenty to thirty days in all, ten or twelve of which occur in June and the rest in July. By common consent the feast of SS. Peter and Paul is marked as a red-letter day in the Calendars of both anglers and net-fishers and rarely does their patron

saint fail them. During the two or three days when the season is at its height the take is often phenomenal, and the weight even of the angler's bag is determined more by the strength of his tackle and his own physical endurance rather than by his angling skill. Gill-nets with large meshes (measureing from 12 to 16 inches round the square) are the fixed engines commonly used in Canada. They are confined to tidal waters, must not obstruct more than two-thirds of the main channel, and must be lifted for 24 hours in every week.

Almost no grilse are taken in these nets, but the "run" of grilse does not seem to be nearly so large here as in Britain and in Norway.

The Canadian salmon is said to be conspecific with his European brother—the true *Salmo salar* of Linnè, but no necessity is laid upon him to make long migrations by sea towards the North pole. The conditions of ample shelter and abundance of food are obtainable by him within easy distance of his native river. In spring time his sea food seems to consist of caplin, smelts, sand-launce, and other small fish of the kinds which roam about in shoals. He is a greedy, predaceous feeder while in the salt-water and thus prepares for his prolonged fast when in the rivers. In fresh-water his intestines are found to be empty and his powerful stomach in a state of collapse.

A few weeks later than the salmon the migratory trout begins to come up from the sea and to make his appearance along the coast and in the estuaries of the rivers. Structurally he is not unlike his brother the river trout, called *Salmo fontinalis,* and notwithstanding his roving habits they live in harmony in the same pools, spawn together on the same beds, feed together on smelts and parrs and even on the young fry of their own species. A fresh run sea trout affords excellent sport to the angler, and food scarcely less toothsome than the lordly salmon.

D. A. P. W.

THE PROVINCE OF ONTARIO.

The political existence of Ontario commenced in 1791, when, under the name of Upper Canada, it was set off from the old Province of Quebec to be a home, under English laws, for exiled loyalists of the revolted colonies. A sketch is given at p. 103 of this interesting episode of history. The French settlements extended only as far up the river as Coteau du Lac, the boundary of the present Province of Quebec. All else was unbroken forest down to the water's edge; save posts at Fort Frontenac (now Kingston), at Niagara, and at Detroit. Since the power of the Hurons had been broken, the very Indian tribes had emigrated; and into the solitude of that unbroken forest wilderness, scarcely one hundred years ago, went the courageous pioneers who so speedily subdued it by their labour, organized it by their intelligence and civilized it by their moral worth.

The first meeting of the legislature was at Newark —now the quiet town of Niagara—not at the Falls, but at the junction of the River and Lake Ontario. There, in 1792, Lieut. Governor Simcoe met the members of the Legislative Council, three in number; and of the Assembly, five in number. These represented the twelve thousand souls who formed the total population of the Province. Ten thousand of these were refugee loyalists, and Governor Simcoe had been colonel of the Queen's Rangers in the Revolutionary War. They were no ordinary farmers and merchants, though they were clad in plain homespun. They had been men of importance in the Colonies before the revolt and accustomed to the conduct of affairs. They

laid the basis of the constitution of Ontario and organized it under English monarchical forms—free, with the reality of freedom.

Newark was not long the seat of government, for, when the boundary was declared to be the Niagara River and the British garrison was withdrawn from Fort Niagara on the southern bank, it was clearly impossible for the legislature to meet almost under the guns of a United States fort. Then York was selected. There had been been an old French post there at the mouth of the Humber, and near its site Governor Simcoe pitched his tent before a single house had been built. So humble was the origin of the beautiful city of Toronto, not yet one hundred years old.

But the trials of the loyalists were not even then over. In 1812, war broke out between England and the United States. Jefferson represented the general opinion when he wrote: "The acquisition of Canada this year will be a mere matter of marching." To an anarch like Jefferson, it was utterly inconceivable that any people should object to what he called "freedom." In the interim there had been a large Scotch immigration which had not weakened the loyalist element, for "the Scotch," writes Jefferson, "are the enemies of freedom in every country." At that time the population of the United States was 7,239,881. The population of the two Canadas was 412,000: only 77,000 of which number were in Upper Canada. To Jefferson, as now to some of our political prophets, the matter was a simple sum in arithmetic.

This is not the place to recount the events of the war. Every man in Upper Canada became a militiaman. The British officers who commanded were men formed under the new school of warfare, and although England, then single handed against the world, could afford but a limited assistance, the result was, that when peace was declared, not only were the British and Canadians in possession of all their present territory, but they occupied a large portion of Maine on the

east and the whole of the Michigan territory on the west. The conduct of the militia was thus described in a private *précis*, made in 1825 at the request of the Duke of Wellington and which was not published until 1862:—"The Canadian militia uniformly be-"haved well. The only partizans or well-wishers to the "Americans were a few discontented emigrants from "England, who were dissatisfied without any reason "and who, probably, as no form of government could "have pleased them, would have been equally trouble-"some under that of the United States. There were "fortunately very few settlers of this description. "The great majority of the Upper Canadians were "happy, loyal, and contented." So, in very truth, they are at this present day.

These things, and such as these, are not alluded to save to explain the present political character of the Canadian people, which cannot be understood until they are taken into account. They are not related in the English histories, if any induction may be drawn from the mass of current metropolitan literature on Canadian subjects. To Canadians they are facts of common knowledge, and hence the wonder with which they regard the red-hot annexationists who sometimes arrive from the British Isles. The remaining history of Ontario is one of peaceful progress and development—of clearing forests and building cities—of sowing and reaping farm-lands, until the present broad, fertile and prosperous province was won from the wilderness to civilization.

Area.—The Province of Ontario is stated officially in the census to extend over an area of 101,733 square miles. Its boundaries on the north and west are still, however, in dispute; and it will rest with the Privy Council to decide the question finally. If the award of the boundary arbitrators be sustained, 88,000 square miles will be added to the Province. The physical peculiarities of Ontario may be readily apprehended

by dividing it into three sections:—First, Northern Ontario—the Laurentian country, north of a line almost due west from the Thousand Islands to Matchedash Bay in Georgian Bay. This is a country of valuable forest land, abounding in minerals, thickly studded with lakes, and intersected by streams. It is still the resort of sportsmen and the source of wealth to lumbermen, but much excellent land is being opened up in the valleys as the country is cleared. The second, which may be called Central Ontario, extends southward of this line to a remarkable rise or escarpment over which the St. Lawrence river falls at the celebrated cataract of Niagara, and which stretches in a north-western direction to Owen Sound on Georgian Bay. This is a very fertile farming country, level or slightly rolling; Lower Silurian in geological formation, consisting of Trenton, Utica, Hudson River, Medina, Clinton and Niagara beds in regular succession from the North. The third, which may be called South-western Ontario, consists of a rich and level plain sloping down from the summit of the escarpment to the waters of Lakes Huron and Erie and underlaid by Upper Silurian rocks in ascending geological order southwards to the limits of the province.

Climate.—The climate is modified by the vicinity of the lakes. Moreover, as the province extends southwards to latitude 42° that portion in the extreme south-west enjoys a very mild winter compared with Quebec or Wisconsin. The winters are not so dry or unbroken as in Eastern Canada, and, for that reason, are not so pleasant for outdoor amusements.

Resources.—The Laurentian country, as previously stated, abounds in lumber and minerals. On the north shore of Lake Superior copper is abundant, and the mines at Silver Islet in a short time yielded silver ore to an enormous amount. It is, however, as an

agricultural country that Ontario is pre-eminent in the Dominion and, if it cannot compete in wheat growing with the virgin soil of Manitoba, the barley of Ontario is unequalled on the continent. Nearly the entire export of this product is from this one province, and it amounted last year to $6,150,078. All crops possible in the temperate zone can be grown in Ontario, and, if the too-enthusiastic native sometimes talks about the "semi-tropical" regions of his province, he is almost justified; for the grape vines in those districts never suffer from frost, and many of the peach orchards contain 3,000 to 8,000 trees. Sweet potatoes in that favoured corner grow as well as in the Southern States, and the Chinese sugar cane grows luxuriantly. In 1882 there were 5,002,067 acres of land under grain crops, or 48 per cent. of all the cleared land of the province. The average yield in that year of fall wheat was 26 bushels, of barley 28 bushels, and of oats 36 bushels to the acre.

Many of the districts of the province are admirably suited for stock raising. They are, to borrow the words of the Hon. David Wells, "the natural habitat on the continent of the combing wool sheep." The wool clip of 1882 was 5,746,182 lbs. The business of cattle raising for export has only recently sprung up and is being developed rapidly. These circumstances mark Ontario out as the premier agricultural province of the Dominion—not in wheat as compared with Manitoba—but in variety and range of vegetable products.

The Provincial Government deserves great credit for the liberal and practical way in which it is assisting to develope the natural resources of the province. The Agricultural College and Model Farm at Guelph should be visited by all interested in such subjects. The course extends over two years, covering out-door and in-door work, and embracing every detail of practical personal management of the farm and the live stock upon it, as well as the strictly scientific subjects, such as Botany and Agricultural Chemistry.

In 1882, upon this farm, crops were produced of 43 bushels of fall wheat, 60 bushels of oats, 205 bushels of potatoes and 800 bushels of carrots to the acre. An experimental farm is attached to the institution for the purpose of making comparative tests of different species of food plants. The Government, in establishing and supporting this admirable institution and in publishing such documents as the Annual Report on Agriculture for 1882, and the Report of the Agricultural Commission of 1881, is doing a work which it would be well for the other Provinces to follow.

Census.—The population of the province in 1881 was 1,923,228, of whom 320,839 are Roman Catholics. Of this number 102,743 are French Canadians, and of the total population 1,525,850 are Canadian born.

Manufactures.—Ontario is not, like Prince Edward Island, a province of Arcady, growing crops for export only; but it possesses large manufacturing industries as well, There are 14 cotton factories, 31 edge tool works, and 122 agricultural implement establishments, among the 5,829 manufacturing establishments which made returns to the Provincial Bureau in 1882. The aggregate of yearly wages earned was $6,741,969. If the fields are green with crops, the chimneys of the factories at Cornwall, Oshawa, Toronto, Dundas and other manufacturing centres are black with smoke. Probably the province of Quebec will, on account of its large industrial French population, and consequent abundance of labour, continue to lead in manufactures, but nevertheless Ontario will always show the farm and the factory flourishing together.

CITY OF OTTAWA.

Ottawa is a city of 27,412 inhabitants situated most picturesquely at the junction of the Rideau river with the Ottawa. Navigation is interrupted here by the Falls of the Chaudière, a cataract which is remarkable enough to have impressed even the stolidity of the Indians; for in old days they always threw a little tobacco into the *Chaudière* before commencing the *portage* to the quiet water above.

Next to Quebec, the scenery around Ottawa is the most beautiful in the Dominion. The range of mountains which closes in the horizon to the north and east, is the last of the picturesque chain of the Laurentides, which the ordinary visitor to Canada is likely to see if he travels westward by the usual route. From the summer house on Parliament hill the view is one not easily forgotten. The broad river below, the hills glowing in the sunset, the Chaudière white with spray, and the magnificent pile of public buildings, all contribute to form a most striking landscape.

The Ottawa makes here a broad curve. The rapids commence a few miles above, but at the city, the channel contracts and the broad and rapid river, obstructed and tormented by islands and rocks, falls 30 feet over a steep limestone cliff into a basin well named the Chaudière or caldron; for it is a cavity in the bed of the river in which the water foams and seethes. Such a gigantic water-power is of course utilized, and some of the largest lumber manufactures in the Dominion are situated here. Close at hand are the timber slides, by which the lumber from the upper river passes down without damage into the navigable water below. To go down these slides upon a crib of timber is a unique experience a visitor should endeavour to make; for, while it is unattended with danger, the novelty and excitement are most absorbing.

Close to the city also are the Rideau falls, which though not approaching the Chaudière in importance,

are often visited. The water-works should also be examined. They cost $1,014.000, and are planned upon a system of direct supply by pumping, without the intervention of a reservoir. Three distinct sets of pumps are provided, any one of which is sufficient to supply the wants of double the present population. The others are available for extra demands, as in the case of large fires.

The city of Ottawa possesses an especial interest to Canadians as the political capital. During the session of Parliament, the most active men in the country are congregated there, either as members of Parliament, or as promoters of private legislation, or as tariff-doctors, or as volunteer advisers, interested or disinterested. Then the entertainments at Rideau Hall are frequent, for the Governors General like to make the acquaintance of the active men of the country. Newspaper reporters call this "holding a vice-regal court"—a stilted expression invented for the headings of telegraphic despatches—meaning simply that the Governors give balls and dinner parties when they wish, precisely as the Presidents of the United States do. The people who are invited behave as people usually do in polite society everywhere. The Governors General have never assumed the title of Vice-roy. The expression "Vice-regal court" is "reportorial."

The headquarters and museum of the Geological Survey are at Ottawa, and all strangers with an inclination for science will of course call there. The collections are open for free inspection. No better way of learning quickly the mineral resources and capabilities of the Dominion can be found than a careful study of this excellent and extensive museum.

The characteristic "sight" at Ottawa is, however, the magnificent pile of public buildings. They cover an area of four acres and occupy a very commanding site on a bluff upon the river bank. The central building is 472 feet in length, and the tower over the entrance is 220 feet high. In this building

all the legislative business of the Dominion is carried on, and all the departments connected with the Senate and House of Commons are located in it. The building to the right of the square contains the Governor-General's office, and the Departments of State, of Finance, of the Interior, of Justice, and of Inland Revenue. The building on the left contains the Departments of Customs, of the Post Office, of Railways, of Public Works, of Agriculture, of the Marine and Fisheries. The library is the most architecturally beautiful building for the purpose in America. It is in the rear of the central building, connected with it by corridors. It is polygonal in shape with a buttress at each of its sixteen angles, upon which are flying buttresses which support the dome. The height from the floor to the top of the lantern is 142 feet. The library contains 100,000 volumes. The late librarian, Dr. Alpheus Todd, enjoyed a deservedly wide reputation for his works on Parliamentary law.

The leading hotel is the Russell House. There are, however, several excellent hotels. The Grand Union and Windsor are comfortable houses.

At Ottawa is the eastern terminus of the Rideau Canal which leads to Kingston on Lake Ontario. The distance is 126 miles with a total lockage of 446 feet which is overcome by 47 locks. The locks are all 110 feet long by 33 feet in width.

MONTREAL TO OTTAWA BY THE CANADA ATLANTIC R. R.

Much of this route lies in Ontario. Trains leave the Bonaventure station, and, as far as Coteau, the Grand Trunk road is used. After leaving Montreal the first stoppage is at St. Henri, where the train crosses the main track leading to Victoria Bridge. The road runs on low alluvial land occupied in recent times by a lake and stream. On the right is the terrace marking the former bank. As Dorval station is ap-

proached the train comes out into view of Lake St. Louis. The village of Lachine is seen on the left. Across the lake is Caughnawaga, and Isle Dorval is near the western shore. Still following the lake, Point Claire appears on the left. The quarries may be seen from the cars. From thence the lake divides. The St. Lawrence channel follows the southern shore and the train follows up the Ottawa channel until it reaches

St. Anne's bout-de-l'Isle, immortalized by Moore, and where the fond native will point out the house in which the Boat Song was written. And, in very truth, the place is important, for does not a distinguished author write "it is the only historical spot in Canada, because here Tom Moore wrote his Canadian Boat Song"! The native was too much for the author; for Tom Moore came down the St. Lawrence, not the Ottawa, in a batteau. Still it is nice to have one historical spot to show strangers. Moore's facts are correct. All the north-west trade went by the Ottawa and Lake Nipissing to Lake Huron; and the *voyageurs*, when leaving civilization for their adventurous journey had many little escapades to confide to "la bonne Ste. Anne," the patron saint of all who travel by land or water in the Indian territory, so that with a clear conscience they might start on their perilous way. The train crosses one of the mouths of the Ottawa by an iron bridge, next in importance to the Victoria Bridge, for this is a formidable river when it wakes up in spring. Isle Perrot is then passed and the Ottawa is finally crossed by another iron bridge before the train arrives at

Vaudreuil.—The railway now follows the St. Lawrence valley; and that river will, from time to time, appear upon the left until

Coteau, is reached; where the Canada Atlantic Railway will switch off the trains for the capital of the

Dominion. Up to this station the route is in the Province of Quebec.

The route to Ottawa by the Canadian Pacific is entirely within the Province of Quebec. It is described at p. 248.

OTTAWA TO MONTREAL BY STEAMER.

A summer's day may be pleasantly spent in this trip, and, as the steamer runs the Lachine Rapids, it has a double attraction for a tourist.

The boats are good, the meals well prepared, and the officers polite and attentive. The Ottawa, or "Grand River" of the early *voyageurs*, is a stream of the first importance. It is six hundred miles long, and has twenty tributaries of large size, besides many smaller. It is broader 280 miles from its mouth than it is between Ottawa and the Lake of Two Mountains, and flows with such a strong and deep flood that the blue waters of the great St. Lawrence are pressed against the southern shore.

Leaving the capital of the Dominion behind, the tourist will see on the north side the mouth of the Gatineau, a large and important lumbering stream, which has been surveyed for three hundred miles from its junction. Messrs. Gilmour's mills are situated at Chelsea, about nine miles up the river. Eighteen miles further, the Lièvre river, after a course of 280 miles, falls into the Ottawa. Upon this river, four miles from the steamboat landing, is the village of Buckingham. Here are two very extensive lumbering establishments. The water power of the Lièvre is enormous, for the river is very deep and has a fall at Buckingham of nearly seventy feet. Here are also mines of plumbago, of phosphates and of mica.

The North Nation river is the next large tributary on the Quebec side, and the South Nation on the Ontario or south side. These two streams have each

a course of nearly 100 miles. Papineauville, on the North Nation, is a thriving little village, with lumber and grist mills, and water-power in abundance. These rivers bring into the Ottawa, in spring flood, a larger volume of water than can readily pass through the lower rapids, and hence the interval land is flooded in spring.

Five miles from Papineauville is Montebello, where the seignior of Petite Nation, the late Hon. Louis Joseph Papineau, resided. His name fills many pages of Canadian history. After his pardon and return from banishment, he mingled very little in politics, but lived to see many of the dreams of his turbulent youth and manhood realized by other hands. His courteous manners and quiet bearing will long be remembered by all who met him in the retirement of his old age.

Eighteen miles from Papineauville the boat stops at L'Orignal, the county town of the united counties of Prescott and Russell. Here travellers for Caledonia Springs disembark. The springs are in the hilly country nine miles from the river, and have great efficacy in rheumatic and gouty diseases. There is a good hotel there. Nearly opposite, a few miles lower down on the north shore, is Grenville. The river here passes close to the Laurentian mountains, and, narrowed also by islands, flows swiftly down the Longue Sault Rapids, or "Chute-à-Blondeau" in a foaming and impetuous torrent, which stops all navigation, except that of downward-bound lumber rafts. Passengers and baggage are transferred to a short railway, which connects Grenville with Carillon twelve miles distant, at the foot of the rapids, where all are re-embarked. The difficulties of navigation are overcome by a canal, but the company, to avoid delay, provides a different service of steamers below Carillon. The mountains around Grenville abound in valuable minerals. The bands of crystalline limestone found here in the Laurentian gneiss make this a favourite

ground for geologists. In these limestones the Eozöon Canadense was first identified as a fossil.

On the islands and south shore is the village of Hawkesbury; and the mills of the Messrs. Hamilton are built upon the islands. These mills are the largest upon the Ottawa river, and employ about 500 hands. The River Rouge falls into the Ottawa close to Grenville, above the rapids, and the mills are largely supplied with logs from the Rouge. Any one desirous of seeing lumber mills upon a large scale could not do better than visit this great and prosperous establishment.

The sportsman will find Grenville the most convenient point of departure for the wild and romantic lake country of the Laurentian hills. This tract resembles the Adirondack region of New York in its geological formation, as well as in its abundant lakes and streams, and has, moreover, the advantage of being less frequented, and consequently of being more abundant in fish. The whole country is dotted over with lakes, and, with short "portages" from stream to stream, the sportsman can go great distances in a canoe. It is a very healthy tract also for camping out.

At Carillon, passengers for St. Andrews and Lachute will find conveyances in waiting. These are two towns upon the Rivière du Nord, which empties into the Ottawa a little below Carillon. The country is rich and fertile, and is especially noted for its excellent dairy farming. Through passengers take the steamboat which immediately crosses over to Point Fortune. This is the first point upon the south shore belonging to the Province of Quebec, for hitherto the river has been the boundary between the two provinces.

Here upon the Quebec side is the Thermopylæ of Canada where a deed of "derring-do" was performed than which no greater is recorded in history. In 1660 the colony was on the eve of de-

struction. The full force of the Iroquois tribes was in arms to sweep the French into the St. Lawrence. Dollard des Ormeaux and 16 young Montrealers resolved upon a deed which should teach the Indians a lesson. They bound themselves by an oath neither to give nor take quarter. They made their wills, and took the sacrament in the little church at Montreal. Then they started up Lake St. Louis and the Ottawa to this point, where they built a palisaded fort. Some Indians had joined them, but during the fight which ensued only three or four Algonquins remained faithful. Soon the Iroquois canoes came dancing down the rapids. A war party of 300 warriors had been up the river. They speedily discovered the fort and rushed to attack it. Day after day they met with a bloody repulse. Sullen with rage they sent for reinforcements until more than 800 warriors surrounded the palisades. The story is well told in George Murray's ballad:

"Eight days of varied horror passed; wh. ɔoots it now to tell
How the pale tenants of the fort heroically fell?
Hunger, and thirst, and sleeplessness, Death's ghastly aids, at length,
Marred and defaced their comely forms, and quelled their giant strength.
The end draws nigh—they yearn to die—one glorious rally more,
For the dear sake of Ville-Marie and all will soon be o'er;
Sure of the martyr's golden Crown, they shrink not from the Cross,
Life yielded for the land they love, they scorn to reckon loss."

They died, every one, fighting to the last gasp; nor could the Iroquois take one alive for torture. The story was told by some of the treacherous Hurons. The Iroquois lost so many of their bravest warriors that they returned forthwith to their own country. They had had enough of fighting the French for several years.

After leaving Point Fortune the steamer enters the Lake of Two Mountains, where the Ottawa widens out into one of those beautiful expanses which vary the scenery of Canadian rivers. Rigaud Mountain stands upon the right, a bold and square mountain surmounted by a cross, and belonging to the same family of igneous mountains with those which start up from the prairie land around Montreal. Upon the summit of this mountain is a very singular plateau, covered to a great depth with rounded boulder-stones each about the size of a man's head. These stones consist mainly of different rock from the mass of the mountain, and they lie in long ridges as if turned up by a plough. The natives have styled this place very appropriately the "Devil's Garden." The Geological report of 1863, classified it under the heading of "moraines." The name bestowed upon it by the unscientific native is probably the more descriptive of the two. Perhaps both are wrong. An explanation which shall explain is much needed.

At the foot of the mountain is the pretty town of Rigaud, on the Rivière à la Graisse, thriving and clean, and bright, with its tinned roofs. There is a large French college here. The town is two miles from the steamboat landing.

Steaming down through the lake, the boat makes a short call at St. Placide and Pointe-aux-Anglais, both on the north bank. The level country and the still and glassy surface of the lake, reflecting the elms on the low bank, make St. Placide the proper tutelary saint for the locality. Soon the lake narrows and the boat stops at Hudson on the right bank. Here large glass works were established, but being unsuccessful, have been abandoned.

The next stop is made at Como, a favorite summer resort of Montrealers.

Leaving Como the boat crosses to Oka. This is an Indian village upon a seigniory granted by Louis XIV to the Sulpicians on certain specified conditions re-

garding the Indians. The Algonquins and Iroquois huts are separated by the church and presbytère. A community of Trappist Monks are farming here.

Rising up behind Oka are the two mountains from which the lake derives its name. The one with the cross is Mount Calvary. Chapels, seven in number, are built at intervals up the ascent for the seven stations of the Cross. This pilgrimage is often made by the faithful, and much bodily as well as spiritual good is stated to have resulted.

The lake now widens out; far on the right is the tinned spire of the parish church of Vaudreuil gleaming in the level rays of the setting sun. On the left extend the two northern branches of the *embouchure* of the river which, after passing in rear of the island of Montreal, and enclosing Isle Jesus, unite with the St. Lawrence below. Ahead is seen the point of the island of Montreal and the village of St. Anne's, with the picturesque ruined fort Senneville, reminding us of Indian wars of bygone years, and the stiff and formal bridge telling us of the engineering victories of the present age. Truly, if we do overcome Nature, she has her revenge in the astounding ugliness of our handiwork when compared with hers. When our constructions fall into ruin she works them up into picturesqueness, and festooning them with verdure, smothers their hard and ungraceful outlines.

The boat now arrives at St. Anne's, and passes through a lock to avoid the rapids. See page 290.

Leaving St. Anne's the boat enters upon the broad waters of Lake St. Louis. The little village of Pointe Claire is passed upon the left. Then the beautifully wooded Isle Dorval, formerly the summer residence of Sir George Simpson, Governor of the Hudson's Bay Company. At last the town of Lachine is reached, the former headquarters of the same company, and where their storehouses and the Governor's residence were situated. Lachine has become almost a summer suburb of Montreal, and even in winter many Montrealers

reside there. They amuse themselves with boating, and regattas are held on the lake very frequently. Here on the 4th of August, 1689, fou[illegible]n hundred Iroquois landed and swept the island of inhabitants up to the walls of the forts. Hundreds of colonists were butchered, and hundreds carried away prisoners. It is a black day in Canadian annals, known as the day of "the Massacre of Lachine."

The steamer touches at Lachine to take on board any who wish to go down the rapids to Montreal.

THE UPPER ST. LAWRENCE.

Kingston to Montreal by the river. — The rapids of the St. Lawrence can be seen only by tourists arriving from the west. Every one coming to America sees, or should see, the Falls of Niagara. Not much interest attaches to the sail from there down Lake Ontario; so that the better plan is to take the Grand Trunk Railway from Niagara Falls or from Toronto, to Kingston, and there to take the steamer for Montreal.

Kingston is a quiet city which has played an important rôle in Canadian history. The first settlement there was made in 1673, when the Count de Frontenac, to the intense annoyance of the Iroquois, took up 400 men from Montreal, who in a week built works, made clearings, and established a firm foothold before the Indians knew what his real intentions were. Behind Frontenac was Robert Cavelier de la Salle—one of those heroic souls who beat out their lives against the bars of fate rather than yield. He was called a visionary, but he was really a seer. He first saw the boundless field for enterprise in the rich valleys of the Ohio and Mississippi. He had a small seigniory a little above Montreal, and the quick-tongued-Frenchmen called the place "Lachine" in derision of his hopes of finding an outlet to the China seas, a name which it still retains. To LaSalle, who

had sold his seigniory, Frontenac granted Cataraqui, or Fort Frontenac, *en seigneurie*, and there the intrepid pioneer built the first vessel which sailed upon Lake Ontario.

Tempting indeed is the theme. Pens there are, enough and to spare, to relate the deeds of the favourites of fortune; but the struggles and disappointments of the men who lived before their time find very few historians. As the story is related in the eloquent pages of Francis Parkman, a whole Odyssey of heroic effort is unrolled; relieved, in its sadder passages, by the fidelity of the gay and chivalrous de Tonty; but all summed up in the touching name *Crèvecœur* (Heartbreak) which La Salle gave to his fort on the Illinois river. He understood, one hundred and fifty years too soon, the importance of the portage at Chicago. A nameless grave near the mouth of the Mississippi river was his recompense.

As the fortunes of La Salle waned, Fort Frontenac was neglected. Frontenac, his patron, was recalled; and the Iroquois, missing his firm hand, swept to death or captivity every human being outside of the palisades of the forts. Frontenac, recalled, like Coriolanus, to rescue the perishing colony, found, to his great disgust, that Fort Frontenac had been abandoned and dismantled. Contrary to the wishes of the king, the opposition of the English at Albany, and the threats of the Iroquois, he re-established it in 1695. Since that time it has been maintained as the key fort of the upper St. Lawrence. During the war of 1812, and so long as the British maintained a naval force upon the lakes, it was a most important point as the dockyard and arsenal of Lake Ontario. From 1841 to 1844, after the union of Upper and Lower Canada, Kingston was the seat of government. Although it is now of less relative importance in the Dominion, it is yet important as a place for the transhipment of grain. The Royal Military College is situated there—an institution established by the

Dominion Government for the training of staff and engineer officers. The education given is similar to that of Woolwich College, and a certain number of commissions in the Imperial Army are annually allotted to successful students. At Kingston also is the University of Queen's College—an important institution connected with the Presbyterian Church of Canada, with 16 professors, and 174 students in arts and theology. Affiliated to the University are two Medical Schools—the Royal College of Physicians and Surgeons, with 11 professors and 96 students; and the Women's Medical College, with 12 professors and 11 students. A school of Law has been organized, but it is not working successfully.

Queen's College is remarkable as the only university in Canada where the "sweet girl graduates" of the poet are met with. In the classes of 1884 were two lady Bachelors of Arts and three lady Doctors in Medicine. A woman was first in the class of medicine. Of the three gold medallists of 1884 two were of the weaker sex. Co-education in medicine was not found practicable; and, therefore, last year the Women's College was started. The ladies' names were high up in all the classes, excepting in theology, which they do not seem to have attempted—a thing to be wondered at, in view of the facts of Bible history and the moral elevation and didactic turn of the feminine mind.

The Thousand Islands.—The steamers descending the St. Lawrence leave Kingston at an early hour so as to arrive at Montreal in time to connect with the boat for Quebec. The large and fertile Wolfe Island is passed upon the right after leaving, but it is not until Gananoque is reached that the Thousand Islands properly commence. There are in reality over 1600 of them packed in a river-stretch of 40 miles. At this point the Laurentian rocks break through the Silurian, and reach across the St. Lawrence, in this belt of

islands, to unite with the great Laurentian outlier, the Adirondack region in the State of New York. Canadians are sometimes charged with undue appreciation of the scenery among these islands. The Duke of Argyle, for instance, thought little of the islands, but was impressed by the rapids of the St. Lawrence. It will be safer, then, to let others speak. Here is Charles Dickens in his "American Notes." He started from Kingston.

"The beauty of this noble stream at almost any point, but especially in the commencement of the journey, where it winds its way among the Thousand Islands can hardly be imagined. The number and constant succession of these islands, all green and richly wooded; their fluctuating sizes, some so large that, for half an hour together, one among them will appear as the opposite bank of the river, and some so small that they are mere dimples on its bosom—their infinite variety of shapes, and the numberless combinations of beautiful forms which the trees growing on them present—all form a picture fraught with uncommon interest and pleasure."

So far, Dickens; but, not long after, there came from France a celebrated traveller and *littérateur*, Xavier Marmier, who, writing in another language, waxeth eloquent and saith:

"Imagine a vast English park with its massive trees, its hills and slopes, and its laps of verdure. Replace its green turf with water, blue, transparent, and crystalline. Do I give you in the comparison some idea of this beautiful lake? No, I dare not hope this. Over an area twelve leagues long and two or three wide on whichever side you turn your eyes you see nothing but islands of every kind and form—some raising their pyramidal heads boldly above the water, others lying just above the level of the river as if bowed to receive its blessing as it passed. Some are bristling with firs and pines, others lie open and level like a field awaiting the husbandman's care. Some are but an arid rock as wild and picturesque as those we see among the Faroe Islands; others have a group of trees or a solitary pine, and others bear a crown of flowers or a little hillock of verdure like a dome of malachite, among which the river slowly

glides, embracing with equal fondness the great and the small, now receding afar and now retracing its course, like the good patriarch visiting his domains, or like the god Proteus counting his snowy flocks."

A little florid—but Marmier's inimitable style suffers in translation. There is, then, an excuse for Canadians who camp out upon these islands and sail among them if they also admire them very much.

On the American side are two fashionable resorts—Clayton and Alexandria Bay, with large hotels; and the bay is lively with boats and steam-yachts. A great island of 8,000 acres has been secured by the Methodists and Presbyterians; and there they hold camp meetings and religious exercises, conventions, etc., each religious body on its own end of the island. It is known as the Thousand Island Park and is laid out in drives and walks and groves, and sold out in villa lots in order that everything may conduce to the summer re-habilitation of the spiritual as well as the physical man. There are people who resist edification. To these the *New York Herald* remarks: "a million "of people could be swallowed up in these vast soli- "tudes without interfering with each other's routes "or pleasures." A million is a great many, but a newspaper statement always possesses a substratum of truth.

The Rapids.—In Canada, as has been pointed out in the case of Ste. Anne's, we cannot do without Tom Moore. Great luminaries of the law who have irradiated this continent, and great publicists, have passed us by and have gone back from Niagara to New York by rail; but a poet has insight and a love for beautiful scenery, so rather than be bumped on a stage for 500 miles, Moore preferred gliding down the St. Lawrence in a batteau, even though he had to camp on the bank every night. In the river trip there is variety, for a ride in a Pullman in America does not differ from a ride in a Pullman anywhere else. Those

who are open to the sweet influences of nature should with the poet,

> "tread this wondrous world.
> See all its store of inland waters hurled
> In one vast volume down Niagara's steep,
> Or calm behold them, in transparent sleep,
> Where the blue hills of old Toronto shed
> Their evening shadows o'er Ontario's bed;
> Should trace the grand Cadarqui, and glide
> Down the white rapids of his lordly tide,
> Through mossy woods, 'mid islets flowering fair,
> And blooming glades, where the first sinful pair
> For consolation might have weeping trod,
> When banished from the garden of their God."

Cataraqui was the Iroquois name for Kingston. It was sometimes applied also to the river.

After passing Prescott and Ogdensburgh (the old Oswegatchie) concerning which much might be said, the rapids commence.

Chimney Island, formerly Isle Royale, upon the right, was the site of a strong French fort, and the ruins are yet visible. It was built by de Levis and called after him. Two miles further are the Galops Rapids, extending about two miles. Isle-aux-Galops is on the right. On the left the Junction Canal may be seen. At Point Iroquois, six miles further down, are the Iroquois Rapids. Three miles from Point Iroquois another rapid commences. The Rapide Plat Canal is seen on the left and Ogden's Island on the right. So far the rapids are unimportant, and, if it were not for the upward bound heavily laden barges, these canals would hardly be needed. The course of the river is pretty clear of islands for 10 miles; but when Farren's Point is reached, the Upper Long Sault commences. A short canal is on the left at Farran's Point, and on the opposite side of the channel is Croyle's Island. These three canals are collectively known as the Williamsburg canals. They are not used by ascending passenger boats. After passing these, there are four and a half

miles of quiet water before the Cornwall canal commences and the steamer begins to labour in the Longue Sault Rapids. They are 12 miles long. The total fall from Farran's Point is 48 feet. The Longue Sault Island is the first upon the right. Then the current whirls between Sheek's Island on the left, and Barnhart's Island on the right. A mile of quiet water succeeds when the steamer pitches herself down the north channel having the town of Cornwall on the left and Cornwall Island on the right. At the end of Cornwall Island the line of 45° strikes the St. Lawrence. Thenceforth the territory on both banks is Canadian. Soon the river expands into Lake St. Francis, and takes breath for a stretch of 22 miles before another jump. The village on the point at the right is the Indian village of St. Regis, where Mrs. Sigourney and some other writers erroneously suppose the church bell was carried in 1704 when the French and Indians raided Deerfield. Midway on the north shore the little river Beaudette falls in, marking the boundary of Ontario on the east.

The village of Coteau du Lac is seen on the left where the banks close in and the river is obstructed by islands. Here the rapids re-commence; and in the distance on the right is the entrance to the Beauharnois Canal. The village is soon passed in the swift rush of the current. On a point on the main shore are the remains of a fort, which was considered very important as commanding the chief channel. This channel is now, however, not so much used for steamboats as for rafts. The steamers pass between Prisoners' Island and Broad Island, the next channel to the south. These rapids are three miles long and are distinguished as the Coteau rapids. The boat now glides through quieter water for five miles, between the north shore of the mainland on the left and Grand Island on the right. As the island terminates and the village of Cedars is approached, the river narrows very much and grows very turbulent. Small rocky islets impede

the current, and the boat is swiftly whirled for a mile and a half through the Cedars rapids. Here in 1760, General Amherst, when advancing to capture Montreal, lost sixty-four of his boats. Eighty-eight of his men were lost, besides artillery and stores. Here also, in 1776, Captain Forster, with forty regulars, forty-one Canadian militiamen, and 250 Indians, captured a fortified post of the continental army and made prisoners of the garrison, 390 in number. The same enterprising officer the next day defeated, near Vaudreuil, a detachment sent to relieve the post from Arnold's army, then at Montreal. Finding it difficult to restrain the Indians, he sent all his prisoners to Arnold under a *cartel* of exchange, which Congress afterwards refused to ratify.

Upon the right, on the south shore, is the village of St. Timothée; three miles of a quieter current now intervene, before the steamer enters the Cascades Rapids, where a sudden fall in the river-bed causes the waves to rebound from the rocks and islets in that peculiar manner which has given a name to the locality. Immediately after passing these rapids the river widens out again into the broad expanse of Lake St. Louis. In a course of 12 miles the river has dropped 82½ feet.

Upon entering the lake the tourist will see on the left Isle Perrot, and on the right the village of Beauharnois. A portion of the River Ottawa here falls into the St. Lawrence, and Isle Perrot is embraced by its two westernmost arms. At Isle Perrot Amherst delayed a day to repair damages to his boats after passing the rapids. The lake is fifteen miles long and seven miles wide at its widest part. When it commences to narrow, the Chateauguay river is seen upon the right. The island at its mouth is called Nuns' Island, and is the property of the Grey Sisters of Montreal, to whom the seigniory also belongs. Isle St. Bernard is the proper designation of the island. There is a mound upon it which has the appearance of

a work of the old Mound-builders. It has never been opened. If it be their work it is the farthest point eastwards where traces of this mysterious people will have been found. The Chateauguay river recalls to a Canadian one of the most stirring episodes of the war of 1812—the repulse of General Hampton by an insignificant force of Canadian militia under Colonel de Salaberry. This defeat prevented the junction of two American armies, and decided the result of a year's campaign in Lower Canada. As the Lachine rapids are entered the village of Caughnawaga is passed on the right and Lachine on the left. For the continuation of the route to Montreal see p. 241.

OTTAWA TO TORONTO.

Whoever leaves Canada without seeing Toronto will carry away a most imperfect impression of the Canadian people. Besides, Toronto is on the way to Niagara Falls; and if any one returns to England without seeing that famous spot no one will believe him if he says he has travelled in America.

Hitherto, the traveller westwards from Ottawa had to return to the St. Lawrence at Brockville, but the Canadian Pacific has this summer opened a new route through the heart of the country. It passes through a new and mostly unsettled district, in which there is little of interest for a stranger. Until Peterboro' is reached the route is over that northern section of Ontario described, p. 284, as Laurentian. Interesting no doubt to the lumberer, the miner and the sportsman—abounding in sparkling lakes and running streams, but not inviting to the settler in a country where land is so cheap. The more important stations are

Carleton Place, on the Mississippi River, a small lumbering stream; and Perth, a stirring little county town. After passing Moberley, the train crosses

Sharbot Lake at the Narrows. At Tweed the Moira river, an important lumbering stream, is crossed. At Madoc, is the region where gold has been found. The Central Ontario Railway crosses here, a road which is being pushed up into the iron region at this point in order to bring to market the rich ores of the district on the north. The Crow river is crossed, and at Blairton the Cobourg and Marmora Railway—another railway built for minerals—is intersected.

Peterboro, is an important town of 8,000 inhabitants, where the Otonabee river, in the space of nine miles, rushes down an incline of 147 feet, and, on the way down, does a vast amount of useful work. From this point as a centre, a whole realm of wild beauty opens out to the lover of nature, quiet lakes innumerable, flashing water-falls, sparkling streams, abounding in fish and in game. This is the place where the Rice lake canoe was invented, and in it the whole territory can be traversed with few portages. Through this region, down the Trent, came in early times the ubiquitous Champlain from Lake Huron, leading the Huron raid into Iroquois-land across Lake Ontario. Just on the verge are we here of the quieter landscape and fruitful fields of Central Ontario, towards which he whose holidays in the wilderness are over reluctantly paddles.

At Myrtle Station, Lake Scugog is reached and the Whitby and Port Perry Railway is crossed. At last passing Yorkville, a suburb of the city, the train arrives at Carleton, or Toronto Junction.

In taking this route to Toronto the traveller will have overshot all the important towns of the lake shore. He will have passed the lovely quiet scenery of the Bay of Quinté; Belleville, where is Albert University with 11 professors and a crowd of students; Cobourg, where is situated Victoria University, whose Medical Faculty we met with at Montreal (p. 208), at Cobourg are the Faculties of Arts

and Theology with 10 professors; Port Hope, the busy port of the Midland Railway; Bowmanville; Oshawa and many other manufacturing towns, all traversed by the Grand Trunk Railway and the centres of long established farming districts.

CITY OF TORONTO.

The name Toronto was originally applied to the whole district in the neighbourhood of Lake Simcoe. Thus, on some old maps, Georgian Bay is Toronto Bay, Lake Simcoe is Toronto Lake, and the Severn and Humber rivers are both called Toronto river, and the old writers use the word in as wide an application. The town which Governor Simcoe founded (p. 282) he called York, and it was not until 1834, when the city was incorporated, that the musical Iroquois word Toronto* (signifying trees in the water) was adopted and limited to this place. As early as 1749 it was recognized as an important locality, for the Indians from the north used to pass up the Severn, across Lake Simcoe, and make a portage to the Humber, which here falls into Lake Ontario. It was to cut off this trade from going to Chouagen (Oswego) that the French built a fort and trading post at the mouth of the Humber, which they called Fort Rouillé. This had been long abandoned when Simcoe founded the present city.

From the Humber on the west to the Don on the east, the harbour of Toronto extends, well sheltered from storms on the lake by a long spit of land, which, having been cut by the waves, is called the Island. The city owes very little to Nature besides this sheltered bay. It has been made what it is by the enterprise and energy of its inhabitants. In 1834 the

*Vide Cuoq, Lexique de la langue Iroquoise, p. 51. The long low spit of land forming the harbour, when it was densely wooded, would naturally suggest this name for the district opened up by a portage thus identified from the lake.

population was 9,254; and in 1881, only 47 years later, it is given in the census as 86,415. Including the suburbs it would reach about 103,000.

To the English people of old Canada, Toronto is what Quebec is to the French—the centre and heart of the race. Montreal, as the meeting point of all, has a cosmopolitan character peculiarly its own; but Toronto is English through and through. There the solid qualities of the English race, its enterprise and commercial ability, are quickened by the demands of a new country and rendered more versatile by the exigencies of a rapidly advancing civilization. In Quebec city, in 1832, the population was 30,924, and in 1881, 62,446. So that, while the population of Quebec was doubled, that of Toronto has multiplied tenfold. This difference is mainly due to the opening up of the western country, but something is due to the commercial genius of the people. That point was very well put by an eloquent Abbé in a speech at the great St. Jean Baptiste celebration in 1884. He said that "the mission of the French-Canadian people "was the dissemination of the Catholic faith, while "the mission of the English was commercial." Although the numerous steeples of Toronto will demonstrate that the people of that city are not unmindful of their religious duties, it must be admitted that the dominant energies of the Anglo-Saxon race in America have been expended in the practical pursuits of commerce, and the rewards of this present world have followed in corresponding proportion. The eschatological question underlying the subject it is, fortunately, not the business of the present writer to discuss.

Toronto is more to Ontario than any other city in Canada is to its respective province. It is the political, commercial, legal, religious, literary and educational centre of Ontario. Therefore, the influence of Toronto, as of Quebec, is disproportionately great; while the influence of Montreal, being the meeting-

point of the two races and languages is less provincial and consequently, is disproportionately small in the central government.

Trade.—The imports at the port of Toronto for the year 1883 were $18,634,451. The statistics of exports are of no value, as they do not give the amount of exports eastwards.

Hotels.—The city is well supplied with good hotels. Chief are the Queen's Hotel and the Rossin House, among the most comfortable hotels in Canada. The Queen's is immediately facing the lake, and the Rossin House is more in the centre of the city. In either of them the traveller will find every comfort.

Railways.—Much of the prosperity of the city has been caused by the enterprise which at an early date centred so many railways here. A glance at the map will show the railway lines reaching out fan-like in all directions, and drawing the business of the whole peninsula to a focus.

Parks and Squares.—In this respect the city is highly favoured. Queen's Park, though not beautiful, is an old favourite. It contains a monument to the youth of the Queen's Own Volunteers who fell at Ridgeway at the time of the Fenian raid in 1866. They were young lads, of the College Company for the most part, who fell. The Fenian forces had been drilling for months in their armories and parading the United States cities in uniform, with all the pomp and circumstance of war, before they invaded Canada. When the raid failed and they returned, they were arrested and disarmed by the United States troops, but they got their rifles back in a day or two. The British Government solemnly thanked——the United States Government!

There are many other parks of greater attractions —the Exhibition Park, the Horticultural Gardens,

Riverdale Park, Victoria Park, High Park, and especially the Island Park on the island which shelters Toronto harbour. It is reached by a ferry. On it is the hotel presented by public subscription to Edward Hanlan, who lives here, the undisputed champion oarsman of the world. If any one should go to Toronto and not know this, it would be better to dissimulate than incur, by open confession, the pity of the inhabitants.

Public Buildings.—These, for the most part, are handsome. The Parliament Buildings are not what they should be, but the Province is preparing plans for new buildings which shall be a credit to the city. The Dominion Government has erected a very handsome Custom House and Post Office, and an Observatory. The Insane Asylum and the Mercer Reformatory for Women are in every respect worthy monuments of the practical philanthropy of the people. In Osgood Hall Toronto possesses a dignified temple of justice. The Toronto Bar is a brilliant one, for the Law Courts are more centralized than in Quebec, where, owing to a mania for decentralization, the Bar is frittered away over the Province.

Churches.—The city can boast of many beautiful churches. Chief among them are the Metropolitan Methodist Church, admirable in its internal arrangement and handsome in its exterior architecture, the centre of Wesleyan Methodism in old Canada. St. Andrew's Church (Presbyterian) is remarkable for the massive strength of its style, and would arrest attention in any city. It is not easy to characterize the architecture by one word. The arches are Norman and the building has a castellated appearance owing to the narrow windows and tourelles on the towers. St. James Cathedral (Church of England) is the see of the Bishop of Toronto, a very fine church

in Gothic style, whose lofty spire can be seen from a great distance rising above all others. St. Michael's Cathedral (Roman Catholic) is a very fine example of Gothic, worthy to be the seat of the Archbishop. It is grand in style and finished in detail. All these four churches are remarkable also for position. The sites are ample in size and chosen with judgment, so that no effect of architecture is marred by the surroundings.

EDUCATION.

This is the strong point of Toronto, and, indeed of the whole province; for Ontario is the only province in the Dominion where the Minister of Education has a seat in the Cabinet. No argument can, however, be based upon that, for it is a recent and doubtful change. Chief among the objects of interest are,—

The University of Toronto.—This institution is based upon an ample endowment of public lands set aside for the purpose from the first settlement of the Province. The buildings of University College were erected in 1859. They are situated in Queen's Park, and in dignity of appearance are not surpassed by any University buildings in America. No tourist should fail to visit them. The College is not now connected with any religious body. It is the Faculty of Arts of the University, and has a staff of 20 professors and lecturers, with nearly 400 students in attendance.

University of Trinity College, founded by Bishop Strachan when University College was secularized. The buildings will accommodate eighty students, and are very advantageously situated on an extensive plot of ground. It is designed primarily for the education of the Anglican clergy, and the teaching ranks very high. There are 14 professors.

Knox College.—This institution is in connection with the Presbyterian Church and has a high reputation. It was founded in 1843, at the time of the disruption, for the preparation of clergymen of the Free Kirk.

Wycliffe College.—This a recent foundation. The present building was completed in 1882. It is a theological college in connection with the Church of England. There are at present six professors and 23 students, of whom 19 are resident. The endowment is being raised by voluntary subscription.

Macmaster Hall, for the training of clergy for the Baptist Church—a very beautiful and complete academic building, and an ornament to the city.

St. Michael's College, is a Roman Catholic institution, having a high standing and drawing many students from the United States. It is affiliated to the University of Toronto.

The Normal School, occupies a handsome pile of buildings in extensive grounds. As a training school for teachers, it is the centre of the educational system of Ontario. Large amounts have been expended on the library and museum, and, with less judgment, on the Art Gallery. There is a Model School in the same building.

The School of Practical Science, is a branch of University College for the practical training of students of Technology.

For the Medical Sciences there are—The Toronto School of Medicine, the Trinity Medical School, the Woman's Medical College, the Ontario College of Pharmacy, the Dental College, and the Ontario Veterinary College.

There are numerous educational institutions besides these well worthy the attention of an inquiring visitor.

The Canadian Institute occupies a large building with a good museum and library. Its transactions contain many papers of value, and most of the scientific men of Canada are among its resident or corresponding members.

Libraries.—Compared with other cities, Toronto is well supplied with books. The library of University College contains 30,000 volumes, and all the other colleges have libraries of 5,000 to 10,000 volumes. The library of Osgood Hall, with 20,000 volumes, is very complete in law, and there is a good library at the Normal School. At the Canadian Institute is a Natural History library, and the city has also a Free Public Library, supported by the ratepayers, with branches, forming a circulating library for the use of the citizens on the well known English plan. The library of the Legislature contains 18,000 volumes.

Newspapers.—It is impossible to omit mention of the remarkable development of the newspaper press of Toronto. The two leading papers—the *Globe* and the *Mail*—are fully abreast of the newspapers of any city in America, and ahead of all the other cities of the Dominion in enterprise. There are other enterprising newspapers in Toronto, for the city is rich in periodical literature, and there are other newspapers in the country in which the editorial writing is quite as good, but in enterprise and energy these two papers must be admitted to have the lead.

TORONTO TO NIAGARA.

To write about the Falls of Niagara is an impertinence. Nothing can be said which has not been said already, and, inasmuch as many very skilful pens have striven to describe them, probably said better. Only let the tourist beware of staying too short a time. It will take a clever man to see Niagara at a

glance. To see Niagara Falls the tourist must, at least, stay over night and look at them again and again, by day and by night. He must cross the river to Goat Island and go out over the bridges to the farthest of the Three Sisters Islets, and sit down and look and listen, until at last the roar of the cataract and the swirl of the rapids will daze him. Then he may go away and the impression upon his mind will be permanent. Or, better still, let him go down under the Horseshoe Falls into the Cave of Thunders, if his nerves are strong. But all these things can be learned at the hotel, and information will be showered upon the tourist in every conceivable manner and beyond the possibility of sudden absorption. To begin to tell of the heroic Brock, and the deeds of 1812; of the days of La Salle; of the exaggerations of Hennepin, who amplified 200 years ago, in good western style; of the cutting out of the Caroline; and the thousand interesting events associated in the Canadian mind with Niagara is impossible. A second historic spot, however, the tourist referred to at page 290 might have recorded. Near Queenston, Tom Moore wrote "The Woodpecker," presumably on a "hollow beech tree," once existing between Niagara and Queenston, but which has, alas, long since been whittled away by the jack-knives of historical pilgrims; but the place where it grew can still be seen.

The Horse-Shoe Fall.—The more important of the two divisions of the cataract still remains upon the Canadian side; its nationality having survived the treaties which made such fantastic frontiers elsewhere. Fortunately there were no islands on the Canadian side.

The best hotels on the Canadian side are the Clifton House and Prospect House. They command a fine view of the Falls. On the United States side the best are the International Hotel and the Cataract House.

Niagara Falls are best reached from Toronto by steamer across the Lake to Lewiston; or directly by the Great Western Division of the Grand Trunk Railway. It is a very short excursion, only two hours by rail from Toronto.

THE PENINSULA.

The most productive part of the province of Ontario is the peninsula formed by lakes Ontario, Erie and Huron. As has been pointed out elsewhere, in variety of agricultural wealth it surpasses all other parts of the Dominion. In visiting Niagara by railway Hamilton is passed, the fifth city of Canada as to size, containing a population of 35,961. During the last ten years this city increased twenty-five per cent. in population. It is a busy stirring place, and the tourist who may imagine it to be a mere provincial town will be surprised at the elegance and solidity of the buildings.

London is at the centre of the peninsula. A city of 19,746 people. Through it all the railways of this part of the province pass. It is situated in the centre of the richest farming country; and from it all that is most worth seeing, to any one interested in agriculture, can be easily visited. Near London are the lands occupied by the Indians, the descendents of the haughty warriors who were the terror of the early settlers. The scenery of the peninsula is, for the most part, flat or rolling, save along the edge of the Niagara escarpment which marks the country from Niagara to Owen Sound with a line of romantic beauty.

A western town has very little history to vary the happy monotony of its annals. A store at a portage, a saw mill at a rapid, an inn at the intersection of roads usually marks its commencement. The blacksmith is soon needed, and as the settlement grows, other less essential people follow, until, in a few

years, the settlement will, almost unnoticed, have sprung up into a full-fledged town, with mayor and council, city hall, gas, and the telephone; stores for all the necessary wants of this world, and several kinds of churches for the requirements of the next. The churches will at first be of wood; but let the traveller return in twenty years. The people will not have rested on their oars in the meantime. They cannot rest. There is much still to be done, and the children of the people who attacked the wilderness will never rest until it is completely subdued. There is much of interest in the peninsula and in its many flourishing towns, but it lies off the main track to Lake Superior and the west, and our space will not permit further detail.

FROM TORONTO TO LAKE SUPERIOR.

There are many lines of steamers upon the upper lakes. For the tourist, only the following need be considered:

1. The Canadian Pacific Line.—Sailing from Owen Sound direct to Port Arthur, and stopping only at Sault Ste. Marie. All steamers necessarily stop at the Sault, and there is the proper place to change the route, if that be desired. These steamers are steel, Clyde-built vessels, lighted by the electric light, and provided with every comfort. This is the fastest route for Manitoba. The boats sail on Tuesdays, Thursdays and Saturdays at 4 p.m., and their course is through the middle of lake Superior.

2. The Owen Sound Steamship Line.—This line calls at all ports on Manitoulin Island and the north shore of Lakes Huron and Superior *as far as Nepigon only.* The steamers sail from Owen Sound on Wednesdays and Saturdays for the Sault, and on Tuesdays and Fridays for Nepigon.

3. The Canada Transit Company's Line.—These boats start from Collingwood but call at Owen Sound. On Wednesdays a steamer sails for Port Arthur direct, and on Tuesdays and Fridays for Port Arthur, calling at Silver Islet on the north shore of the lake.

These three lines take the channel north of Manitoulin Island, sailing in quiet water, amid the countless islands of Georgian Bay, and performing the service of the north shore of Lake Superior. The South Shore has attractions of its own. It is served by

4. The Lake Superior Transit Company.—The boats of this line start every day, except Sundays and Fridays, from Buffalo, but they can be caught at Sault at Ste. Mary. They coast along the south shore of Lake Superior stopping at all the ports as far as Duluth.

Tourists desirous of making a coasting circuit of the lake may go up on the north shore to Port Arthur by line No. 3 and then take a boat of the Northwest Transportation Company, line No. 5, to Duluth and return to the Sault by boats of the Lake Superior Transit Company along the south shore, or they may reverse the route; changing at the Sault.

5. The North-West Transportation Company.—This is a line of steamers sailing on Tuesdays and Fridays from Sarnia and connecting with the Grand Trunk Railway system. They touch at Goderich, Kincardine and Southampton upon the eastern shore of lake Huron. Their course to Sault Ste. Marie is south of the Manitoulin island. From the Sault they go to Port Arthur and Duluth, at which latter point they connect with the Northern Pacific R. R. and also with the steamers for points on the south shore. Those who wish to see the Peninsula of Ontario may take the Sarnia steamers after passing through the best part of the province by the Great Western division of the Grand Trunk Railway. Goderich and Kincardine, on Lake Huron, are noted for their salt-works. Ontario exported 197,159 bushels of salt last year.

TO GEORGIAN BAY.

Two ports on Georgian Bay are points of departure for the upper lakes—Collingwood and Owen Sound. The Owen Sound road is formed partly of the Toronto, Grey & Bruce Railway purchased, and partly of a new road, from Orangeville to Owen Sound, built by the Canadian Pacific. It passes through a rich agricultural district. A branch at Orangeville leads to a part of the country about Elora abounding in beautiful scenery. Owen Sound had 4,486 inhabitants in 1881 and is a thriving place.

The road to Collingwood is over the Northern Railway, and it passes through the oldest settlements in the province; almost alongside of Yonge street; an avenue hewed out of the forest in the early days of York to open up the old Indian trail to Holland's Landing. The road passes through many a farm with a story. On this line, near the summit, it was that a number of French royalists settled during the revolution, the Comte de Chalus, the Chevalier de St. George, the Comte de Puisage, etc. Scarcely any of their descendants are left. The modern French have lost the expansiveness of the old race which nearly succeeded in making North America a French continent. At Holland Landing commenced the Indian portage southwards to reach Lake Ontario by the Humber. At Allandale there is a branch road to Barrie and Orillia, on Lake Simcoe, and terminating at Penetanguishene, which the busy Ontarian has time to spell only as far as Penetang.

Concerning Lake Simcoe and the beauty of its scenery, we have space only to say that it is one of the loveliest spots in Canada. Nor does it want in historic interest, for in its neighbourhood were enacted the dreadful tragedies of the Huron-Iroquois war. Here, if there were space, could be narrated deeds of the loftiest heroism and of the most fiendish cruelty. In this corner of Ontario a nation was saved from

utter extermination only by the intervention of the white strangers. Had the French arrived 50 years later the Huron nation would have disappeared as utterly as did the Mound-builders. Later on it became the scene of five great battles, in which the Mississaugas an Ojibway tribe overcame the Iroquois and drove them out of the country. At Penetanguishene was the naval station of the upper lakes where a large force was kept, until the convention of mutual disarmament with the United States.

Collingwood is a busy town, which in 1881 had a population of 4,446 inabitants.

LAKE SUPERIOR.

The dimensions of this lake are given at p. 43. Apart from the novelty of sailing upon a great fresh-water sea 2000 miles from the main Atlantic, the scenery on its shores is impressive and grand. There is nothing merely pretty there. Nature assumes a solemn and stern grandeur. It is the great lake of the Ojibways, "Kitchi-gami." Listen to an Ojibway chief, Kah-Ge-Ga-Gah-Bowh—vulgarly George Copway—describing his country:

"When I look upon the land of the Ojibways, I cannot but be convinced of the fact that in no other portion of the world can there be a territory more favoured by Heaven. The waters are abundant and good; the air bracing and healthy. It is not to be wondered at that, in such a climate, such a strong athletic and hardy race as the Ojibways should exist. There is as much difference between them and the tribes of the South as between the strong wind and the gentle zephyr."

In fact the Iroquois never met a serious check until they came in contact with the Ojibways.

A recent American traveller gives his impressions as follows:—

The place of Lake Superior, among all bodies of fresh water is unique, with its vast expanse, its headlands that

repeat Gibraltar, its islands that lie in the distance like mountains of opaque amethyst in beds of turquoise, blue, or silver, and its waters, cold as the waters of the pole, and so clear that you look at a depth of 50 feet upon beds of rock, white with silver veins, paved with phosphorescent spar or glittering with copper, where Isle Royale stretches her jewelled fingers beneath the waves.

The course of the steamers from Owen Sound and Collingwood is invariably inside of the barrier of islands which shelters Georgian Bay from the sweep of the waves of the main lake

> "within the wilderness
> Of Huron, clasping those transparent bays,
> Those deeps of unimagined crystal, where
> The bark canoe seems hung in middle air."

On the left is the bluff of Cabot's Head, a prolongation of the escarpment previously referred to at p. 284. Then follows the Grand Manitoulin Island 80 miles long by 20 wide, with a large Indian population of the Ojibway nation. The east coast of the bay is rocky and bold and is studded with an infinity of small islands. As the steamer proceeds to Manitouwahning, the islands become very numerous, and she seems landlocked in the tortuous channel of this island maze. On the north shore the Lacloche Mountains—the rugged border of the lake—close in the view; and at the north-east corner of the bay the French River discharges the waters of Lake Nipissing, down whose rapid stream came Champlain in a bark canoe in the year 1615, on his visit to the Huron nation in their towns near Collingwood, five years before the Pilgrim Fathers landed at Plymouth Rock. The channel broadens to the west, but Cockburn and Drummond Islands still shelter it from the swell of the lake. Opposite Bruce Mines St. Joseph's Island commences; a large island at the mouth of St. Mary's river, which is the name the St. Lawrence bears here. At Garden River is an

Indian reserve. The next stopping place is *Sault Ste. Marie*, or, in the language of the country, "*The Soo*," an important place, for all steamers stop there to pass through the Canal rendered necessary by the Falls of St. Mary. The first canal was built in 1853-5 by a company under a contract with the State of Michigan. Since then a new canal has been made. It is one mile long with one lock, 515 feet in length, admitting vessels of 16 feet draught, and overcoming a rise of 18 feet. The width of the canal varies from 108 to 270 feet. The old canal has two locks of 350 feet each. Both are on the United States side. This was a more important place, relatively, in old days when grand councils of Indian nations were convened here, and voyageurs held their revels on their return from the far west.

After the Sault the next stopping place is Batchawaning Bay. On all the north shore the coast is bold and wild. Cascades without number fall down over the steep cliffs, and, although the steamers keep well out into the lake, the air is so clear that the shores are seen at a great distance. Michipicoton Island and River are the next stopping places. An important post this, in the fur trade; for, by a very short portage, the head waters of the Moose River, falling into Hudson's Bay, are reached. The Michipicoton River is navigable up to the Falls, 15 miles distant. The island rises 800 feet above the lake. At Pic River, the next port, is another Hudson's Bay post. Nepigon Bay is sheltered by islands from the swell of the lake. It is a large bay 40 miles long by 15 miles wide, studded with numberless islands. The land rises to 1000 or 1300 feet. The river is the outlet of Lake Nepigon, a large lake frequented by sportsmen. At last the grand outlines of Thunder Cape, an immense mass of trap, appear like a lion *couchant*; and opposite to it is Pie Island. At the entrance of the Bay is Silver Islet, a patch of rock scarcely large enough for a log hut, from which a fabulous quantity of silver

has been taken. All along the north shore native copper occurs. The country must depend for developement upon its mineral resources which fortunately are great, for it is a veritable giant-land. Thunder-Bay is an extensive sheet of water, running 40 miles into the land, and surrounded by grand scenery. All around are cliffs rising 1000 to 1500 feet boldly out of the lake. Into it falls the Kaministiquia River, at whose mouth in 1678 Daniel Greysolon, Sieur du Luth, built his fort and traded with the Sioux of the head waters of the Mississippi. At the head of the Bay is Prince Arthur's Landing, now called Port Arthur. Far away to the west is the land to which

> departed Hiawatha
> Hiawatha the Beloved,
> In the glory of the sunset,
> In the purple mists of evening,
> To the regions of the home-wind,
> Of the North-west wind Keewaydin,
> To the islands of the Blessed,
> To the kingdom of Ponemah
> To the land of the Hereafter!

Always to the west—the land of the indefinite. Greeks, Egyptians or Ojibways—it is the same story.

Botany.—As noted on page 274 the flora of the north shores of Lakes Superior and Huron is of sub-arctic type, the physical conditions of a large body of cold water with a low equable temperature and a moist atmosphere being somewhat akin to those existing on the shores of the Gulf of St. Lawrence. This influence does not, however, extend to any great distance inland, where the vegetation is of the ordinary Canadian type. Of ferns some interesting species are found here:—*Cryptogramme acrostichoides*, a high northern plant, scarcely distinct from the European *C. crispa*, occurs on Isle Royale; *Pellæa gracilis*, with its long slender cord-like rootstock and its delicate stipes and fronds, is widespread; *Asplenium viride* is

found at Owen Sound, and doubtless occurs elsewhere; *Polystichum fragrans*, which Sir Wm. Hooker terms "one of the most beautiful of all ferns," remarkable for the persistence of its dead fronds and for its strong aromatic odour; *P. Lonchitis* and *P. Filix-mas*, both scarce and local in America; the ubiquitous *Cystea fragilis* in many of its protean forms, the purely North American *C. bulbifera*, and at Pic River and elsewhere the beautiful *C. montana*, whose only other recorded American stations are in the northern Rocky Mountains and at Amour in the Strait of Belleisle; *Woodsia Ilvensis* on rocky banks everywhere, *W. hyperborea*, *W. glabella*, and *W. Oregana*—the latter, a purely North American plant, found sparingly on the south shore; *Scolopendrium vulgare*, extremely local in America, occurs at Owen Sound; and the *Botrychiums* are fully represented—the species, following Milde's nomenclature, being *B. Lunara*, *B. matricariæfolium*, *B. lanceolatum*, *B. simplex*, *B. ternatum* (numerous forms, including *rutaceum*, Schkuhr, *lunarioides*, Michaux, and *obliquum*, Muhlenberg), and *B. virginanum*. Taken as a whole, the fern flora of Lake Superior is more Asiatic than European, and about one half of the whole number of species found here also enter the Arctic circle.

Dr. George M. Dawson, F.G.S., contributes the following sketch of the geology of the country from Owen Sound to the Rocky Mountains.

LAKE HURON TO THE ROCKY MOUNTAINS.

At Owen Sound, whence the C. P. R. steamers leave for Port Arthur, rocks from the Hudson River to the Niagara occur, and many fossil corals are obtained in the limestones of the latter formation. The peninsula, which forms the west side of Georgian Bay, and the south shore of the Manitoulin Islands, are

chiefly composed of the Niagara limestones, in a nearly horizontal position. On approaching the Sault St. Marie, lower rocks occupy the shores, and in passing through the canal the peculiar red and spotted sandstones of this locality, which are of Potsdam or Chazy age, are well seen.

Isle Royale, off the entrance to Thunder Bay, is noted for its deposits of native copper, while Silver Islet, near to Thunder Cape, is the site of a silver mine which has proved exceptionally rich.

The scenery of the shores of Thunder Bay is very fine, its most remarkable features being Thunder Cape, Pie Island and McKay's Mountain, all of which are capped by massive contemporaneous trap flows. The rocks of the shores of the bay are those of the Animiki, or base of the upper copper bearing group of Sir W. E. Logan. They are nearly horizontal and overlie the Huronian and Laurentian rocks inland quite unconformably.

On the line of railway from this point to the Lake of the Woods a number of alternating bands of Laurentian and Huronian rocks are crossed.

Near Keewatin or Rat Portage, where the Winnipeg River issues from the Lake of the Woods, a junction (probably faulted) of the Laurentian and Huronian formations may be observed in the immediate vicinity of the railway. Further west, the overlap of the Silurian limestones of the Winnipeg basin is concealed by drift deposits, which cover the surface of the country and consist generally of stratified sands and gravels overlying the boulder-clay. The Red River valley is entirely of alluvial formation, consisting of the sediments of a former great post-glacial lake to which the name Lake Agassiz has been given.

In continuing westward, the edge of the second prairie-steppe(elsewhere well defined) is gradually mounted by the railway, which follows the Assiniboine valley. On this prairie-level the underlying rocks are seen only in the scarped banks of the deeper river-valleys,

the surface consisting of a great depth of drift. In the vicinity of Moose Jaw the edge of the third prairie-steppe is approached, and may be observed extending along the horizon to the south-west. This is the so-called Missouri Coteau, one of the most remarkable results of glacial action on the continent. West of Moose Jaw the Coteau belt is crossed, and numerous valleys show the character of the drift deposits. At this point the Coteau is, however, divided into two zones by a wide flat area covered with alluvium, of which Old Wives Lakes occupy a part.

Further west, the line skirts the northern edge of the Cypress Hills, a remarkable plateau consisting of cretaceous rocks, capped by miocene gravels, the existence of which was determined for the first time last summer. At Medicine Hat and other stations near this place very interesting and extensive sections of cretaceous coal-bearing rocks occur, and one mine is already in active operation. Remains of Deinosaurs and other reptiles have been observed here in some abundance. West of Medicine Hat as far as Calgary, the line passes along the west side of the Bow River over a heavily drift-covered plain. At Calgary the Laramie rocks, overlying the Cretaceous, are well exposed. From this point the Rocky Mountains are in full view, and the railway continuing westward along the Bow River exhibits in numerous cuttings and in the banks of the river and valley, good sections of the Laramie and Cretaceous rocks, which, on approaching the mountains more closely, become folded together and lie at all angles up to verticality. Large collections of fossil plants of Laramie age have been obtained near Calgary.

At the base of the mountains the Coniferous trees characterizing the western slope are first met with, and a flora for the most part distinct from that le[illegible]n the wooded country east of Winnipeg.

Bow River Falls, at the mouth of the Kanaskis, are

extremely picturesque, and sections of Cretaceous sandstones and shales occur in the banks.

Near Padmore, the Palæozoic rocks of the mountains are reached, their junction with the Cretaceous series being a faulted one with downthrow eastward. Glacial grooving, due to a former Bow River glacier, is observable here; and the scenery, which from Calgary to this point is very fine, here becomes grand and rugged as the pass is entered. The mountains bordering the valley are chiefly composed of very massive limestones of Devonian or Devono-carboniferous age. At the junction of Cascade River with the Bow River, a remarkable isolated trough or fold of Cretaceous rocks occurs, occupying a wide valley with a north-west and south-east course. The rocks contain coal seams which have assumed the character of anthracite, and are already being opened up, though discovered only last summer.

Westward from this point the line affords magnificent views of the mountains constituting the main chain of the Rockies. Deposits of copper ore have been found near Castle Mountain, and silver ores are reported from the same vicinity. Before reaching the continental watershed, the valley is occupied by rocks of an older series which unconformably underlie the limestones of the higher peaks. These rocks, consisting of slates, quartzites, etc., are probably Cambrian though no fossils have yet been discovered in this locality. Numerous exceedingly fine views occur near the summit, and on the west slope are several true glaciers, while many of the higher peaks are covered, more or less completely, with perennial snow.

G. M. D.

MANITOBA AND THE NORTH-WEST.

Concerning this—the prairie province of Canada—much need not be said here; because numerous publications relating to it are widely distributed: and also because to write about it demands an extensive use of the future tense which a stranger visitor can employ for himself with as much accuracy as a resident. The continued advance of settlement, moreover, makes any guide book antiquated a few months after publication.

The West is the country of infinite possibilities. Thither go the knights-errant of this age—not to rescue distressed damsels, for damsels are provokingly scarce there, and are more apt to distress the knights—but to conquer every kind of difficulty and to solve every kind of riddle which Nature presents to her sturdier children—sure at last of the recompense of a competency in a healthy climate among congenial surroundings.

History.—The whole country west and north of the St. Lawrence water-shed formed part of the domain granted by Charles II. to the Hudson's Bay Company in 1670. They occupied the mouths of the rivers and traded with the Indians of the basin which drained into the Bay.

The French of Canada had reached the entrance of Lake Superior in 1641. The Huron-Iroquois war closed the country for a while, but in 1670 the Jesuits had a mission at La Pointe upon its southern shore. Daniel Greysolon du Luth went up to the North-West in 1678, and a little later built a fort at Kaministiquia, near Fort William, where he lived an adventurous life

trading with the Indians; sometimes leading them to the assistance of the French officers, sometimes defying the king's edicts, and sometimes fighting for his life with the wild tribes around him.

It is, however, to Pierre Gauthier de Varennes—Sieur de la Verendrye—that the credit of opening up Manitoba is due. He, with four of his sons, a nephew, and a Jesuit priest, traversed it in 1738-48, and in the course of his eventful life he founded posts there, and gave names to localities which they retain to this day. He founded Fort Maurepas, now Fort Alexander at the mouth of the Winnipeg River, Fort Rouge at the mouth of the Red River, Fort de la Reine on the site of the city of Winnipeg, Fort du Grande-Rapide at the Rapids of the Saskatchewan, and Forts du Pas and La Corne farther up on the same river. His sons discovered the Rocky Mountains, though they did not cross them. His life was more romantic than the wildest sensational novel of our day. He died broken down with debt and misfortune. Then followed the war with the English, in which his sons were killed, and for a while a curtain fell over the West.

As soon as peace was declared and the English began to settle at Montreal, they took up the enterprises of the French. The North-West Company was formed, and one of its partners, Sir Alex. Mackenzie, crossed the Rocky Mountains and reached the Columbia. He also discovered the river now called by his name and traced it to the Arctic Ocean. Then came the struggle between the North-West and the Hudson's Bay Companies which broke out into open war; followed by an amalgamation and once more the curtain was drawn over the western land; until at last, in 1869, Canada purchased the Hudson's Bay Company's rights and opened it to the world.

Area.—The area of Manitoba, separate from the North-West Territories and the four districts of As-

siniboia, Saskatchewan, Athabaska and Alberta, is given in the census as 123,200 square miles, but the eastern boundary is still in dispute with Ontario, and the Privy Council will have to decide the question.

Physical Features.—The gifts of Providence are bestowed with wisdom—not all upon one country lest all mankind should want to settle there, and another tower of Babel be required. The North West from the valley of the Red River to the Rocky Mountains has no features. It is one vast illimitable plain endowed with a monotony of fertility. The entrance to it from Lake Superior is through a belt of rough country abounding in lakes and streams and rocks, but the great characteristic of the country is the prairie, stretching out to the Rocky Mountains, which for unknown ages has been the pasture land of innumerable herds of buffalo. Upon the south it is bounded by the arid plateau of the Missouri, and upon the north by the forest region north of the Saskatchewan. Travelling westward, three plains, at different levels, are crossed before reaching the Rocky Mountains. The first extends nearly to the western boundary of Manitoba; up to an escarpment called by various names as Pembina, Riding, Duck and Porcupine Mountains. This, when surmounted, turns out to be but the edge of a more elevated plain, which extends nearly to Battleford and Regina. Thence the land rises a step higher and sweeps in an unbroken level to the Rocky Mountains. Through these plains the rivers have worn deep valleys, so that from the deck of a steamer the view is extremely limited.

Soil.—The soil of Manitoba is a strong black vegetable mould from 18 inches to many feet deep, which the English Tenant Farmers' delegates report will produce 40 bushels of wheat to the acre the first year, and 30 bushels annually for 30 successive years without manure. The produce over the whole province

in 1882 was 32 bushels of wheat, 37 bushels of barley, 51 of oats, and 278 of potatoes to the acre.

The Railway does not pass through the best of the country after leaving Regina. The most productive area is on the North Saskatchewan, at Prince Albert and Edmonton, and further north on the Peace River.

Climate.—It seems strange that there should ever have been a question concerning the climate of a country which the buffalo—an animal without political prejudices—has, for unknown ages, selected as his winter home. Blodgett, in his Climatology, published thirty years ago, summed up the matter in the following sentence: "The fact of the presence of these vast herds "of wild cattle on plains at so high a latitude is ample "proof of the climatological and productive capacity of "the country." As the buffalo live upon grass it would seem evident that there must he grass in any place to which they resort. Lord Milton and Dr. Cheadle report that their horses, turned out in the fall upon the open prairie, were caught in the spring so well nourished that they were like "balls of fat." Agents for lands in the United States are continually spreading evil reports of the Canadian North-west. It is better to rely upon the experience of the buffalo, who make no percentage by misleading settlers. At St. Paul and upon the Peace Rivers the spring opens at the same date. The navigation of the Red River is open as early as that of the St. Lawrence, and in the years 1871 to 1881 the Red River was open ten days before the opening of the Erie Canal.

Productions.—The North-west is above all else an inexhaustible wheat mine. How many hundreds of thousands of years ago it was, when the alluvial substratum was deposited, only geologists know; but innumerable herds of buffalo have grazed over these plains for unknown ages, and, since man arrived, the

long grass has been annually burned. Into all this accumulated wealth of agricultural possibilities the present generation has entered.

Not less remarkable is the abundance of coal; not lignite only, but true bituminous coal. At Bow and Belly Rivers, at Souris, at Edmonton and far north on the Peace River—all over this vast territory in fact, coal seams crop out, some of them ten to twenty feet in thickness. A few months ago only a cuting for the railway in the Kicking-horse pass opened a seam of anthracite. Bitumen and petroleum abound on the Athabasca, where are also found springs of mineral pitch. Salt springs exist near lakes Manitoba and Winnipegoosis and elsewhere, from which salt is manufactured in a rude way.

The productive character of the gold-bearing rocks at Rat Portage has not been well ascertained. Eight companies are now at work, and the present year will prove them. At the head waters of the Saskatchewan gold has been washed out on the bars for some time, and reports are continually brought in of discoveries which, in themselves seem very probable, and which may be verified at any moment, for there is every indication of rich gold deposits.

As a cattle-raising country the North-west is pre-eminent. Where herds of wild cattle could flourish herds of tame cattle can likewise flourish, and large ranches are now established near the foot-hills of the Rockies.

Of all these things travellers will themselves judge. Canadians residing in old Canada know no more of them than others. Every year brings new capabilities to light, and demonstrates the probabilities of the previous year. The most enterprising of the Canadian people, the sturdy farmers of Ontario, are pressing into the country; and a steady stream of emigration from England is flowing into it. Prophecy is easy concerning it, but the reality of to-day exceeds the wildest prophecy of twenty years ago. The

country has only one pest, worse than mosquitos, the speculators, called in vivid western parlance, "boomsters," who fortunately have, for the moment, burst themselves in a vain attempt to drink up the whole North-West.

THE PROVISIONAL DISTRICTS.

These were erected in 1882 for the convenience of settlers. They are — Assiniboia, comprising 95,000 square miles; Saskatchewan, 114,000 square miles; Alberta, 100,000 square miles; and Athabasca, 122,000 square miles. Much of what has been said under the head of Manitoba is applicable to these territories also.

Perhaps the most important question now before the Western people is that of the navigation of Hudson's Bay and Straits. The Dominion Government has organized an expedition (which sailed in July) to set this question at rest. Seven parties will be left during the winter, three on each side of the straits and one at Fort Churchill, to make observations as to the opening and close of navigation and the movements of the ice. If it be found possible to open up a regular and certain trade by way of Hudson's Bay, the consequences are far-reaching, — ocean shipping will be brought into the very heart of the continent. Most antagonistic views upon this subject are held in Canada, and, in view of the steps now taken to solve the question, discussion in the absence of data is lost time.

BRITISH COLUMBIA.

This is the largest province in the Confederation, and contains an area of 341,305 square miles—equal to the aggregate areas of France, Belgium, Holland and Italy. It is also the most sparsely peopled, for the total population at the last census was only 49,459, of which 26,661 were Indians. There are, therefore, but 22.798 white people in all that vast territory. Four thousand less than the number on the poor-rate in England, in that year in the county of Devon alone.

This province would seem to be the natural *habitat* of the Anglo-Saxon upon the Pacific Ocean. The Japan current corresponds to the Gulf stream, and throws upon its shores a body of warm water, which in like manner as in England moves the isothermal line far northward. The climate of Victoria is like that of the British Channel Islands. The mean temperature during the year is 50°. The lowest mean monthly figure being, for December, 38°, and the highest, for July, 53·8. The climate of Port Simpson, the most northern point, is almost as mild, and none of the harbours ever freeze. Upon the main-land, as the mountains are ascended, the climate becomes drier and more severe, and the loftier ranges are clothed with snow all the year round.

The coast line is very remarkable. It is an endless succession of deep and sheltered harbours—an interminable labyrinth of inlets and islands and channels—where the largest ship may sail for many days without fear of shoals, and where the lighest canoe may go immense distances without fear of rough water. The country has been unfortunate enough to be the subject

of negotiation twice. The first time, the southern territory as far as the Columbia was carved away; the second time, a few small adherent islands were scraped off.

The rivers teem with fish. The attention of the people is, however, concentrated upon the salmon; of which there are several species, the earliest arriving in March, and the latest remaining until winter. In 1882, the exports of canned salmon were 250,000 cases, valued at $1,247,000. The Indians are very useful in these "canneries," and of the 3,000 persons employed in this industry, a large proportion are Indians. Herring, haddock and other food fishes are abundant, but do not attract much attention. The current price of salmon in Victoria is 2½d. stg. the pound. They swarm in all the rivers, and in the Fraser they are found 1,000 miles from the sea.

The mildness and humidity of the climate, due to the condensation upon the mountains of the warm Japan current, cause this province to abound in lumber. The trees grow to an immense size. But king of all trees is the Douglas fir. A section of one may be seen at Ottawa on the Parliament grounds 8 feet 4 inches in diameter. It is a section taken 20 feet from the ground out of a tree 305 feet high. At page 23 is a list of the chief trees of the Province. They all attain great proportions, but the Douglas Fir is the loftiest of all. Masts of this tree, 130 feet long, are often made. The timber-producing resources of the province are practically untouched; for capital and population are lacking to develop them. The market at present is San Francisco, where British Columbia timber finds ready sale at remunerative rates.

The destiny of the province will probably be decided by the abundance and excellent quality of its coal. The Nanaimo coal has been used by the war vessels of the Pacific squadron for many years. This coal field is 130 miles in length along the east coast of Vancouver Island. On the north of the island the Comox coal is

found at Barclay Sound. On the main land at the mouth of the Fraser River, coal is found, and the coal field of the Nicola Valley, on the Thompson River is 100 miles long by 40 miles broad. At many other places important deposits have been noted. At the Queen Charlotte Islands valuable mines of true anthracite have been discovered. Important ores of iron occur in close proximity to the Nanaimo coal.

Since the year 1858, when gold was discovered, the total yield to the end of 1882 from gold-mining amounted to $46,685,334. The placer mines have been to a great extent worked out; but quartz-mining is as yet in its infancy. The cost of sending supplies up to the mines has prevented their rapid development. The railway will remedy that disadvantage. The product of gold in 1882 was $1,013,827.

It is not as a farming country that the province will chiefly be celebrated. There is, no doubt, much good land in the valleys and on the estuaries. In the Peace river district there are extensive prairies, and much excellent grazing land is found in the interior. But it will be long before the prairie land on the east of the mountains will be taken up and the railway connecting these regions will develop each in its natural order.

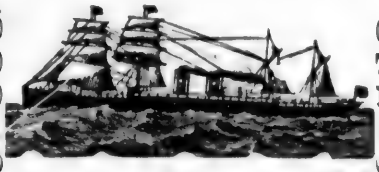
For grandeur of scenery this province is unequalled. It is traversed by four ranges of mountains, the Rockies, the Selkirk range, the Gold range, and the Cascade range. Among these and their outliers are numerous long and profoundly deep lakes, whose waters hurry down the steep inclines by many channels to the sea. The chief river is the Fraser, which extends in navigable stretches far into the interior, interrupted by rapids and falls where it breaks through the mountain ranges. The mountain peaks are snow-capped all the year round.

DOMINION LINE OF STEAMSHIPS

RUNNING IN CONNECTION WITH

THE GRAND TRUNK RAILWAY OF CANADA.

	Tons.		Tons.
Brooklyn, -	4500	Oregon, - -	3750
Sarnia, - -	3750	Toronto, -	3300
Montreal, -	3300	Dominion, -	3200
Ontario, - -	3200	Mississippi,	2600
Texas, - -	2750	Quebec, - -	2600



Vancouver, - - - - 5300 Tons.

— BETWEEN —

QUEBEC AND LIVERPOOL IN SUMMER,

— AND —

PORTLAND, Me., & LIVERPOOL IN WINTER

These steamers are all of the highest class, full-powered, and Clyde-built in water-tight compartments, commanded by men of large experience, and carry a full staff of Stewards, Stewardesses, and a Surgeon for the comfort and convenience of passengers.

The Saloons, Staterooms, Music Room, Bath Rooms and Smoking Room in "Vancouver," "Oregon" and "Sarnia" are amidships, where but little motion is felt, and are handsomely fitted up.

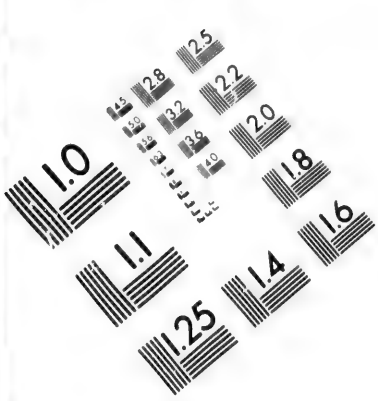
The passage from Quebec being nearly 500 miles shorter than from New York, and three days of it in the comparatively smooth waters of the *Gulf and River St. Lawrence*, makes this route the most desirable for passengers.

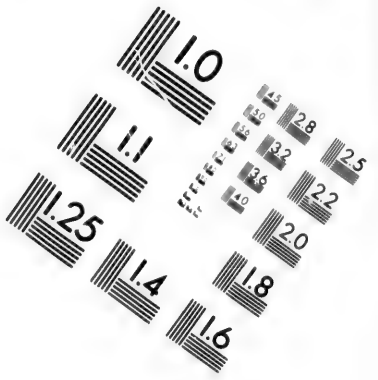
Rates of passage from Quebec or Portland :—*Cabin*, $50 to $80, according to steamer and accomodation ; *Intermediate* and *Steerage* at lowest rates.

For further particulars apply to

Flinn, Main, & Montgomery,
Man. Directors,
24 James St., LIVERPOOL.

David Torrance & Co.,
General Agents,
MONTREAL.





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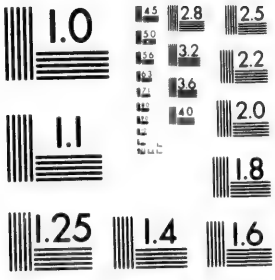
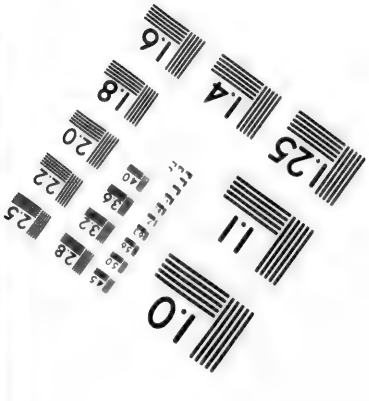
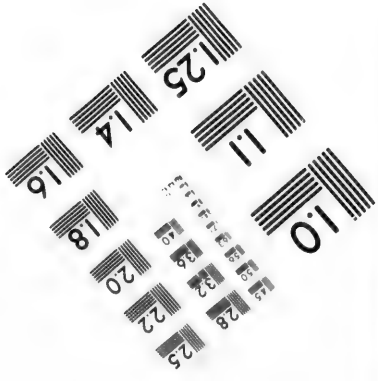






PROVINCE OF QUEBEC.

THE Crown Lands Department has under its direction and control many matters of public interest to which the attention of capitalists, settlers, and others is specially drawn.

SETTLEMENT LANDS.

It offers to the settler the choice of a variety of land, from the Ottawa Valley on the west to the Labrador coast on the east affording a variety of soil, climate and value unequalled elsewhere.

The prices and conditions are of the most favorable character, and every possible facility is afforded to the *bona fide* settler to discharge the conditions of his purchase.

MINES.

A variety and abundance of mines exist throughout the entire Province. In the Ottawa Valley rich phosphate mines have been discovered, and in many places are now being worked to great profit.

In the Beauce district valuable gold mines exist, which have for many years attracted the attention of capitalists.

Valuable Asbestos mines have also been discovered, which are being worked to advantage.

To the North of the St. Lawrence, below Quebec, a region comparatively unknown, valuable ochre mines have already been discovered, and there is every reason to believe that valuable mineral deposits of other kinds are to be found there.

Copper and iron mines have also been found in various sections of the Province, some of which have proved and are now proving a profitable investment.

FISHERIES.

The fishing privileges are of great value, especially those of the Salmon fishing on the innumerable rivers flowing into the Lower St. Lawrence and the Saguenay.

The inland lakes, which are unsurpassed for the beauty of scenery surrounding them, also abound in fish, and the Department has already leased a number of them to individuals and clubs for fishing purposes.

GAME.

Attention has also in the past been given to the protection of our game, and it is the purpose and intention of the Department in the future to exercise a more vigilant protection, with the view of increasing their value and importance.

Any information with reference to any of the foregoing subjects will be cheerfully given by the officers of the Department on application therefor.

W. W. LYNCH,
Commissioner.

QUEBEC, 1st July, 1884.

FREE FARMS FOR THE MILLION

IN THE BEAUTIFUL PROVINCE OF

Manitoba and Canadian North-West

have 150,000,000 acres of the best Wheat Land in the world, and 50,000,000 acres of the best Grazing Land.

RAILWAY COMMUNICATION

open to all parts of the Continent. The Canada Pacific is now running about 900 miles west of Winnipeg, and has now reached the summit of the Rocky Mountains. Railway line from Winnipeg to Thunder Bay now running. Total length of Canada Pacific completed, about 2,000 miles. Length expected to be completed within one year, from Callander to Port Arthur, 2,500 miles. Government section on Pacific coast, rails already laid, 144 miles. Entire line to Pacific Ocean expected to be running in 1885.

THE GREAT WHEAT BELT.

Red River Valley, Saskatchewan Valley, and great Canadian Prairies, the largest Wheat Growing Area of the Continent of North America. Richest and Deepest soil, ready for the plough. Heavy Wheat (weighing 65 lbs. to the bushel), Heavy Crops, and Ready Markets. Average product of fair farming, 30 bushels to the acre.

GREAT COAL FIELDS.

The Largest Coal Fields in the World, and within easy reach, are in the Canadian North-West, in connection with Iron, Gold, Silver and other valuable minerals.

HOMESTEADS.

One hundred and sixty acres given free to every settler in Manitoba and the North-West.

Healthy Climate--No Fevers, No Agues, No Endemic Diseases.

☞ Full detailed information, in Pamphlets and Maps, furnished (gratis and post free) on application to the

DEPARTMENT OF AGRICULTURE,

OTTAWA, CANADA.

THE GRAND TRUNK RAILWAY

OF CANADA

Affords the readiest means of communication between the principal places in **Quebec** and **Ontario** with the

LOWER PROVINCES, THE EASTERN AND CENTRAL STATES,

AS WELL AS WITH

CHICAGO AND THE WESTERN AND NORTHWESTERN STATES

ALSO REACHING

Manitoba and the North-West Territory

by its steamer connections on the **Great Lakes**, in addition to its all-rail connections.

This line, with the **Canada Atlantic Railway**, provides the shortest route between

MONTREAL AND OTTAWA;

with the **Chicago and Grand Trunk Railway**, the shortest line between

MONTREAL AND CHICAGO,

and it reaches nearly every part of Ontario by its own lines thus reducing transfers and changes to a minimum. It has **Through Cars on Through Trains, Parlor and Dining Cars on Day Trains, Sleeping Cars on Night Trains**, and **Baggage** is checked through. These advantages, with **Steel Rails Superior Rolling Stock, &c.**, enable the G. T. R. to meet the requirements of the travelling public as well as any line on the continent.

Every facility is afforded for reaching

SUMMER PLEASURE RESORTS.

The **Lower St. Lawrence** and the **Saguenay Rivers**, the **White Mountains, Lake Champlain, Lake George, Saratoga,** are all points to which passengers are ticketed by this line.

Excursion tickets are also issued, either all rail or in connection with steamboat lines, to places West, such as **Lake Superior** and **Lake Huron Ports, Niagara Falls, Kingston** and the **Thousand Islands, &c.**

Tickets and further information as to G. T. R. routes can be had at the ticket offices of the G. T. R. and connecting lines.

W. EDGAR,	L. J. SEARGEANT,	JOSEPH HICKSON,
Gen. Pass. Agent.	Traffic Manager.	General Manager.

DELAWARE & HUDSON C. CO.'S
RAILROAD.

SARATOGA LINE,

Twenty-Eight Miles the Shortest Route Between Montreal and New York.

The Only Line to Saratoga, Lake George, and Lake Champlain.

The Most Direct Route to Troy, Albany, New York, Philadelphia, and All Points South and East.

Passengers by this Route, during the Summer season, may exchange their tickets for those reading "Through **Lake Champlain and Lake Georgo,** via the Champlain Transportation Company's Steamers," affording them an opportunity of viewing some of the **Finest Scenery in America.**

WAGNER'S ELEGANT DRAWING ROOM AND SLEEPING CARS RUN VIA THIS ROUTE.

The Through Mail and Express for New York carried over this Line. During the season of navigation, close connection made at Troy and Albany with day and night boats on the Hudson River for New York.

Information given and tickets sold at all New York Central Hudson River and N. Y., West Shore and Buffalo Railroad Ticket Offices in New York, and at the Company's Office,

143 St. James Street, Montreal.

D. M. KENDRICK,
Gen. Pass. Agent, **ALBANY.**

CHARLES C. McFALL,
Agent, **MONTREAL.**

THE FISHERY LAWS OF THE DOMINION.

TABLE OF CLOSE SEASONS.

KINDS OF FISH.	ONTARIO.	QUEBEC.	NOVA SCOTIA.	NEW BRUNSWICK.	P. E. ISLAND.
Salmon (*Net fishing*)		1 Aug. to 1 May	15 Aug. to 1 Mar.	15 Aug. to 1 Mar.	1 Sept. to 1 Jan.
Salmon (*Angling*)		1 Sept. to 1 May	15 Sept. to 1 Feb.	15 Sept. to 1 Feb.	
Trout (*Salmo Fontinalis*)	15 Sept. to 1 May	1 Oct. to 1 Jan.			1 Oct. to 1 Dec.
Trout (*Large Grey*)	1 Nov. to 10 Nov.	15 Oct. to 1 Dec.			
Bass, Pickerel, Maskinonge	15 April to 15 May	15 April to 15 May			
Whitefish	1 Nov. to 10 Nov.	1 Nov. to 10 Nov.			
Sea Bass (*Net fishing*)				1 Mar. to 1 Oct.	
Smelts (*Net fishing*)	(Use of Smelts for manure prohibited.			15 Feb. to 1 Nov.	
Lobsters			1 Aug. to 1 April (*West coast.*)	1 Aug. to 1 April (*South Coast.*)	
		20 Aug. to 20 April	20 Aug. to 20 April (*North coast.*)	20 Aug. to 20 April (*North Coast*)	20 Aug. to 20 April
				31 Aug. to 1 May	
Sturgeon					
Oysters		1 June to 1 Sept.	1 June to 1 Sept.	1 June to 1 Sept.	1 June to 1 Sept.

NOTE.—Fishery laws only partially extended to British Columbia and Manitoba. Close seasons in the latter Province are:—Whitefish, from 20th October to 1st November; Speckled Trout, from 1st October to 1st January.

NOTE.—Fishery laws only partially extended to British Columbia and Manitoba. Close seasons in the latter Province are:—Whitefish, from 20th October to 1st November; Speckled Trout, from 1st October to 1st January.

Fishery laws are administered by the Dominion Government. Officers are appointed to enforce them in each district where fisheries exist. These officers are vested with magisterial powers, and act summarily. The special enactments and close seasons are supplemented by various prohibitory clauses designed to strengthen protective measures. The size of nets is regulated so as to prevent killing of young fish. A general weekly close-time is provided in addition to special close seasons. Waters are set apart for natural reproduction whenever circumstances demand.

The annual yield of the Canadian fisheries is over $17,000,000. There are eleven fish hatcheries in operation, out of which 84,000,000 fry, mostly Salmon, Trout and Whitefish, were turned out in the spring of 1884. Total expenditure, $125,000. A sum of $150,000 is also distributed every year in bounties to fishermen.

A. W. McLELAN,

Minister of Marine and Fisheries.

DEPARTMENT OF FISHERIES,
Ottawa, 1st Sept., 1884.

CANADIAN BOOKS

— BY —

CANADIAN AUTHORS.

The Life and Times of Sir John A. Macdonald, by J. E. Collins. 8vo demy; 650 pages. Cloth extra, $3.00; Half Morocco (Library style), $4.50; Full Morocco, $6.00.

Canada under the Administration of Lord Lorne, by J. E. Collins. 8vo demy; 600 pages. Cloth extra, $3.00; Half Morocco (Library Style), $4.50; Full Morocco, $6.00.

Canada under the Administration of the Earl of Dufferin, by Geo. Stewart, Jr. 8vo. Demy; 700 pages. Cloth extra, $3.

A Trip to Manitoba; or, Roughing It on the Line, by Mary Fitzgibbon. Crown 8vo.; 300 pages. Cloth extra, $1.00.

Nova Britannia; or, Our New Canadian Dominion Foreshadowed, by Hon. Alex. Morris, P.C., D.C.L. Crown 8vo.; 190 pages. Cloth extra, $0.75.

The World, Round It and Over It, by Chester Glass. Crown 8vo.; 520 pages. Cloth extra, $1.50.

SEND FOR OUR COMPLETE CATALOGUE.

Our books are sent post-paid, to any address in the world on receipt of published price.

ROSE PUBLISHING CO.

TORONTO, CANADA.

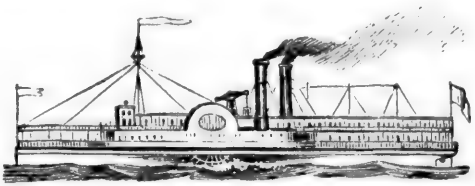
To Tourists and Pleasure Seekers.

IMPROVED ARRANGEMENTS.

THE RICHELIEU & ONTARIO NAVIGATION CO.'S

LINES OF THROUGH SIDE-WHEEL STEAMERS FROM

TORONTO to MONTREAL, QUEBEC, WHITE MOUNTAINS, PORTLAND, LAKE GEORGE, SARATOGA, NEW YORK, RIVIERE DU LOUP, The Far-famed RIVER SAGUENAY, &c.



The Richelieu and Ontario Navigation Company's lines comprise the original Royal Mail Line and Richelieu Company's steamers, with the addition of several new steamers, thus forming two first-class lines of Passenger steamers, which for speed, safety, and comfort cannot be surpassed.

They are the only lines now affording tourists an opportunity to view the magnificent scenery of

The Thousand Islands and Rapids of the St. Lawrence,

ALSO THE FAR-FAMED RIVER SAGUENAY.

☞ This route possesses peculiar advantages over any other.

ALEX. MILLOY,
Traffic Manager.

J. B. LABELLE,
General Manager

ST. LAWRENCE HALL,

MONTREAL.

HENRY HOGAN, - Proprietor.

For the past 30 years this hotel, familiarly known as the "ST. LAWRENCE," has been a household word to all Travellers on the Continent of North America, and has been patronized by all the Royal and Noble personages who have visited the City of Montreal.

This hotel, including the entire block, which is admirably situated, being in the very heart of the city, and contiguous to the General Post Office, Public Buildings, and other places of interest and of business, has recently been acquired by MR. HOGAN, the former proprietor, who has handsomely and appropriately decorated and renovated the interior, and completely refitted the whole of the apartments with new furniture, comprising 100 new rooms, making the present number of apartments 250. A new and elegant Passenger Elevator has also been added, and the Halls and Public Rooms are lighted by the Electric and Incandescent lights, making it the most attractively lighted hotel in the Dominion.

The hotel is managed by MR. SAMUEL MONTGOMERY, under the immediate supervision of MR. HOGAN, than whom no one is better qualified to conduct an hostelry of such magnitude as the St. Lawrence Hall, and than whom no one has gained a better reputation as an obliging, generous and considerate host.

☞All Baggage Checks should be given to the Porters in attendance.

☞ TERMS MODERATE. ☜

GRAND

Dominion Exhibition,

1884—MONTREAL—1884

SEPTEMBER 5th TO 13th.

$25,000 IN PREMIUMS.

AGRICULTURAL AND INDUSTRIAL.

Ample Grounds and magnificent buildings for the display of Live Stock, Manufactured articles, Agricultural Implements, and Machinery in motion.

Grand International Bench Show of Dogs.

The Exhibition will be in full operation from Friday, September 5th, to Saturday, the 13th, 1884, and will be open till 10 p.m. each day.

Reduced rates are offered by all the principal Railway and Steamboat Companies.

For all information apply to the undersigned,

S. C. STEVENSON,
GEO. LECLERE, } **Joint Secretaries,**

76 St. Gabriel Street.

Department of the Interior.

MANITOBA

AND THE

North-West Territories.

MILLIONS OF ACRES OF THE FINEST AGRICULTURAL LANDS IN THE WORLD OPEN FOR SETTLEMENT.

Any person, male or female, the sole head of a family, or any male who has attained the age of 18 years, can obtain a *free* homestead of one quarter section of 160 acres upon any even-numbered section in surveyed agricultural lands, and, in addition, if he so desires, 160 acres as a pre-emption, at $2.50 per acre, payable at the end of three years.

Intending immigrants can, on requisition signed by them, obtain authority from the Minister of the Interior for any person they name, to make homestead and pre-emption entries for them before their arrival.

A settler is required to reside upon and cultivate his homestead for not less than six months in each of three years, at the end of which time he is entitled to a patent for his land; or he may reside anywhere within a radius of two miles of his homestead, provided that

for three months next prior to making application for patent, he shall reside in a house erected on his own homestead, and have 40 acres of his homestead under cultivation.

Provision is made for the acquirement by settlers of wood and hay lands in connection with their homesteads.

Two sections are reserved out of every township for school purposes.

Odd-numbered sections within 24 miles on each side of the Canadian Pacific Railway are reserved for that railway, and can be purchased from the Railway Company.

Odd-numbered sections outside of the Canadian Pacific Railway belt, and not within 12 miles of any projected line of railway, other than the Canadian Pacific Railway, can be purchased from the Government at $2.50 per acre, payable at time of sale.

Odd-numbered sections in lands outside of the railway belts, and North of the Canadian Pacific Railway belt, can be purchased from the Government at $2.00 per acre, payable at time of sale.

Coal in vast quantities, and of excellent quality, exists in all parts of the North-West Territories. The minimum prices for coal lands are: for lignite and bituminous coal, $10.00 per acre; for anthracite, $20.00 per acre.

Valuable deposits of gold, silver, copper and iron have already been discovered in the Rocky Mountains. The price to the original discoverer for a location not exeeeding 40 acres, is $5 per acre. Full particulars as to the mode of acquiring these mineral lands may be ascertained on application to the Department of the Interior, or at any Dominion Lands Office.

The Canadian Pacific Railway is now open beyond the summit of the Rocky Mountains, over one thousand miles west of Winnipeg, and the whole line is expected to be completed to the Pacific Ocean early in 1886.

A. M. BURGESS,

Deputy of the Minister of the Interior.

ALLAN LINE

— OF —

Royal Mail Steamships

Under Contract with the Governments of Canada and Newfoundland for the Conveyance of Mails.

—:o:—

This Company's Lines are composed of the following Double-Engined Clyde Built

IRON STEAMSHIPS.

They are built in water-tight compartments, are unsurpassed for strength, speed and comfort, are fitted up with all the modern improvements that practical experience can suggest, and have MADE THE FASTEST TIME ON RECORD.

	TONS	
NUMIDIAN	6100	Building.
SIBERIAN	4600	Building.
CARTHAGENIAN	4600	Building.
PARISIAN	5400	CAPT. JAMES WYLIE.
SARDINIAN	4650	LIEUT. W. H. SMITH, R.N.R.
POLYNESIAN	4100	CAPT. R. BROWN.
SARMATIAN	3600	CAPT. J. GRAHAM.
CIRCASSIAN	4000	CAPT. WM. RICHARDSON.
PERUVIAN	3400	CAPT. J. RITCHIE.
NOVA SCOTIAN	3300	CAPT. W. DALZIELL.
CASPIAN	3200	CAPT. HUGH WYLIE.
HANOVERIAN	4000	LIEUT. B. THOMSON, R.N.R.
NORWEGIAN	3531	CAPT. J. G. STEPHEN.
HIBERNIAN	3440	CAPT. A. MACNICOL.
AUSTRIAN	2700	LIEUT. R. BARRETT, R.N.R.
NESTORIAN	2700	CAPT. D. J. JAMES.
PRUSSIAN	3000	CAPT. ALEX. McDOUGALL.
SCANDINAVIAN	3000	CAPT. JOHN PARKS.
BUENOS AYREAN	3800	CAPT. J. SCOTT.
COREAN	4000	CAPT. R. P. MOORE.
GRECIAN	3600	CAPT. C. E. LEGALLAIS.
MANITOBAN	3150	CAPT. R. CARRUTHERS.
CANADIAN	2600	CAPT. C. J. MENZIES.
PHŒNICIAN	2800	CAPT. JOHN BROWN.
WALDENSIAN	2600	CAPT. R. H. HUGHES.
LUCERNE	2200	CAPT. JOHN KERR.
NEWFOUNDLAND	1500	CAPT. C. MYLIUS.
ACADIAN	1350	CAPT. F. McGRATH.

FROM APRIL TO OCTOBER

STEAMERS OF THE LINE SAIL WEEKLY

FROM LIVERPOOL TO QUEBEC AND MONTREAL.

Calling at LONDONDERRY, and carrying passengers to all places in Canada. The Quebec route is the cheapest and best for all parts of Canada, especially to the Province of Manitoba and the North-West Territory, consisting of two thousand millions of acres of land, a large portion of which is offered in free grants to settlers. Government pamphlets and tenant farmers delegates' reports on this Province and all parts of Canada free. The passage to Quebec being 480 miles less than to New York, and a large portion of it being in the comparatively smooth waters of the Gulf of St. Lawrence, makes this route a most desirable one for passengers to the Western States of America, as well as to Canada. To all these the rates are less than *via* New York, and passengers have no expense for porterage or transport of luggage at port of landing.

FROM LIVERPOOL TO HALIFAX,

Steamers sail every Fortnight in Summer and Weekly in Winter.

The Halifax fortnightly Steamers call at QUEENSTOWN.

ASSISTED PASSAGES to Quebec and Halifax are given to Farmers, Mechanics, Laborers and Domestic Servants going out to settle in Canada. The special forms to be used by applicants for Assisted Passages can be procured from the undersigned or their Local Agents.

These Steamers have unrivalled Cabin accommodation at moderate rates.

Steamers are despatched regularly from Liverpool, carrying passengers to BOSTON, NEW YORK, PHILADELPHIA, BALTIMORE, HALIFAX, ST. JOHN'S, N.F., &c.

STEAMERS OF THE LINE ALSO SAIL FROM

GLASGOW TO QUEBEC AND BOSTON EVERY WEEK,

AND TO PHILADELPHIA EVERY THREE WEEKS,

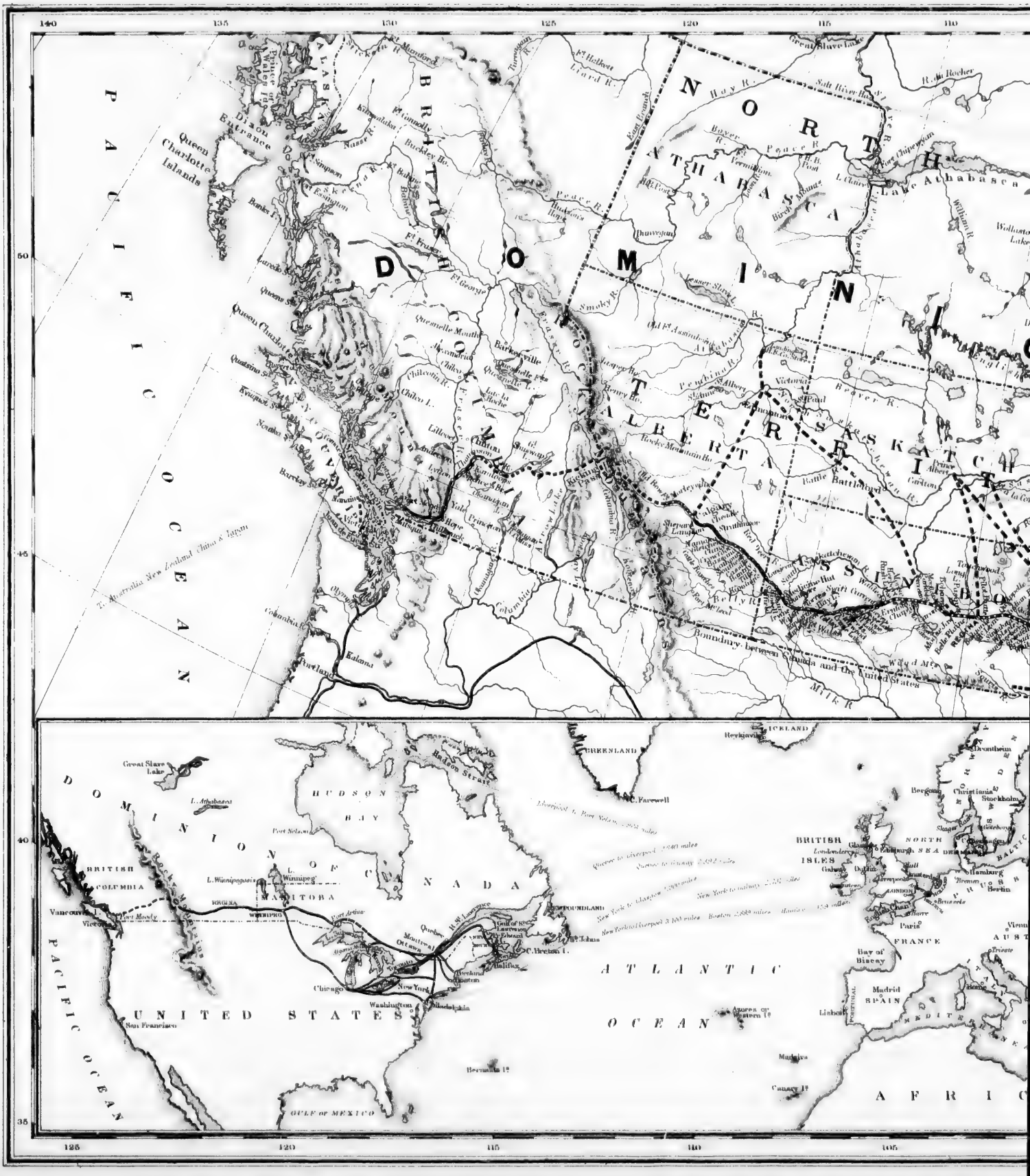
Carrying passengers to all parts of America at lowest rates.

"ALLAN" LINE passengers get reduced fares to Glasgow and Liverpool from the leading Railway Stations in England and Scotland.

AGENTS—Liverpool, Londonderry and London, Allan Bros. & Co.; Glasgow and Galway, Jas. & Alex. Allan; London, Montgomerie & Workman; Queenstown, Jas. Scott & Co.; Quebec, Allans, Rae & Co.; Toronto, H. Bourlier; Chicago, Allan & Co.; Halifax, N.S., S. Cunard & Co.; St. John, N.B., W. Thomson & Co.; St. John's, N.F., Shea & Co; New York and Boston, Leve & Alden; Baltimore, Md., A. Schumacher & Co.; Monte Video and Buenos Ayres, Wm. Samson & Co.

H. & A. ALLAN,

BOSTON AND MONTREAL.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PACIFIC OCEAN
DOMINION OF CANADA
ATLANTIC OCEAN
UNITED STATES
BRITISH COLUMBIA
MANITOBA
ALBERTA
SASKATCHEWAN
ASSINIBOIA
NORTH WEST TERRITORY
ATHABASCA
Queen Charlotte Islands
Dixon Entrance
Vancouver I.
Victoria
Winnipeg
L. Winnipegosis
L. Athabasca
Great Slave Lake
Great Bear Lake
Lake Athabasca
Peace R.
Mackenzie R.
Fraser R.
Columbia R.
Saskatchewan R.
Red R.
Assiniboine R.
Qu'Appelle R.
Battleford
Calgary
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Washington
Philadelphia
Boston
Halifax
Quebec
Montreal
Ottawa
Toronto
Hudson Bay
Hudson Strait
Baffin Land
Greenland
Iceland
Reykjavik
Farewell
Labrador
Newfoundland
St. John's
C. Breton I.
Gulf of St. Lawrence
Gulf of Mexico
Bermuda Is.
Azores or Western Is.
Madeira
Canary Is.
Lisbon
Madrid
SPAIN
Bay of Biscay
FRANCE
Paris
LONDON
BRITISH ISLES
Dublin
Liverpool
Glasgow
Edinburgh
Belfast
Hamburg
Bremen
Berlin
Christiania
Stockholm
Bergen
Drontheim
NORTH SEA
BALTIC
Boundary between Canada and the United States
Great Slave Lake
Liard R.
Mackenzie R.
Peace R.
Athabasca R.
Smoky R.
Rocky Mountain Pass
Kicking Horse Pass
Yellowhead Pass
Columbia R.
Fraser R.
Thompson R.
Chilcotin R.
Quesnelle Mouth
Alexandria
Barkerville
Quesnelle L.
Stuart L.
Fort George
Fort Fraser
Fort St. James
Fort Connolly
Fort Simpson
Fort Halkett
Fort Chipewyan
Fort Vermilion
Fort Dunvegan
Fort Assiniboine
Fort Edmonton
Fort Pitt
Fort Carlton
Fort Battleford
Fort Qu'Appelle
Fort Ellice
Fort Pelly
Fort Qu'Appelle
Fort Macleod
Fort Walsh
Fort Ellice
Fort Garry
Fort Arthur
Fort Moody
Fort Simpson
Fort Nelson
Fort Resolution
Fort Rae
Fort Norman
Fort Good Hope
Fort Liard
Fort Halkett
Fort Chipewyan
Fort Vermilion
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Fort Edmonton
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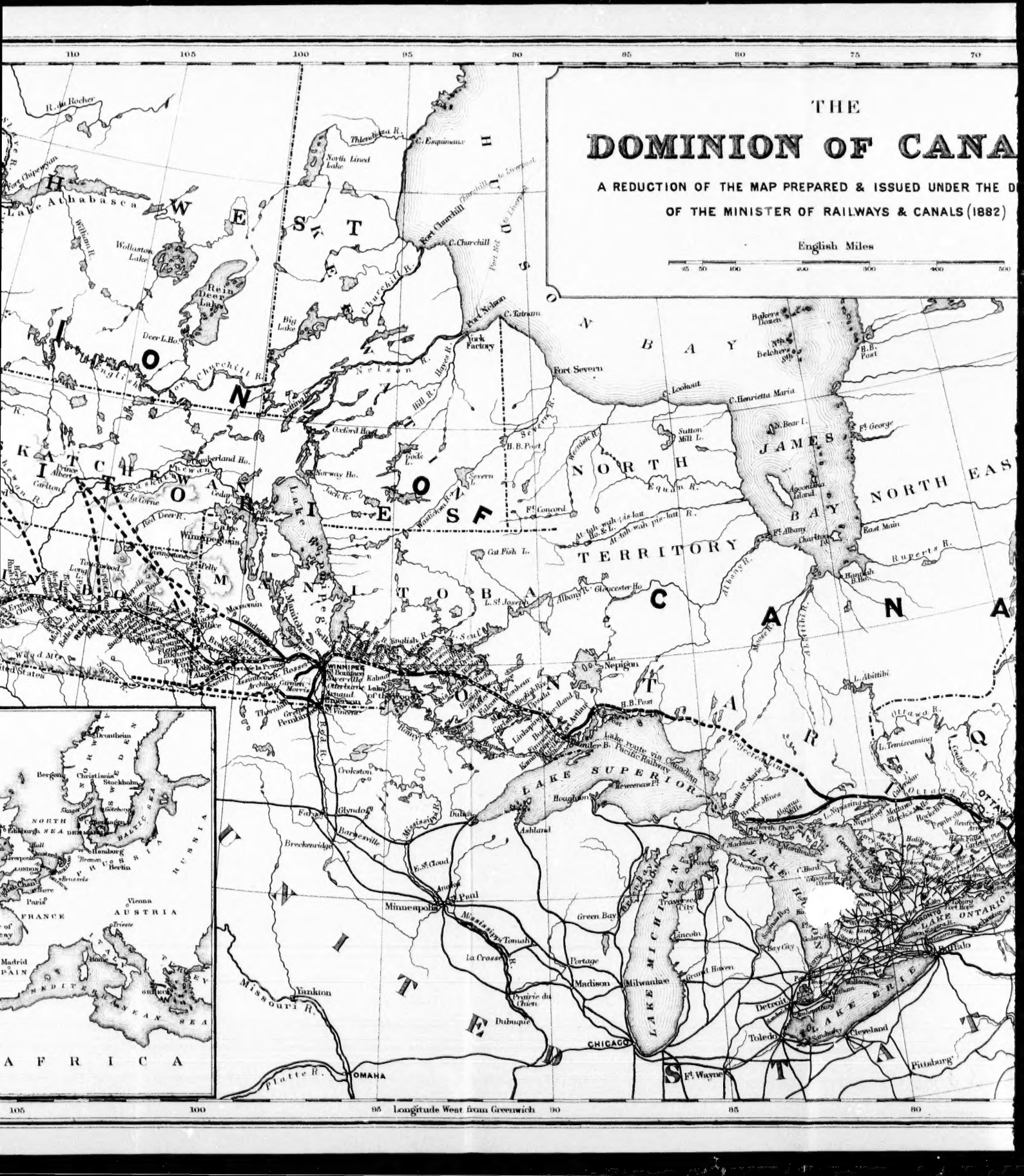
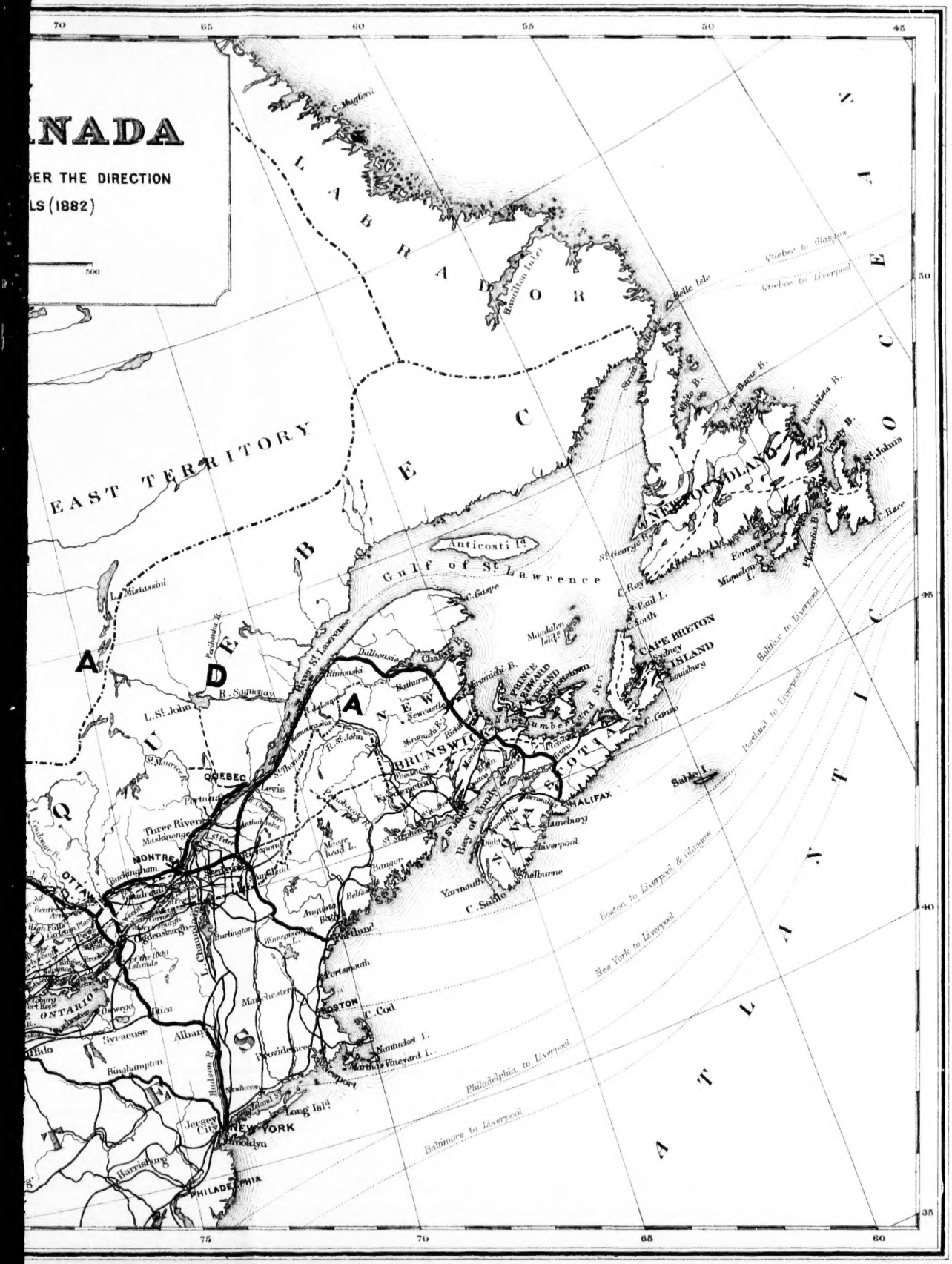
Fort Walsh


THE
DOMINION OF CANA
A REDUCTION OF THE MAP PREPARED & ISSUED UNDER THE D
OF THE MINISTER OF RAILWAYS & CANALS (1882)
English Miles
25 50 100 200 300 400 500
110 105 100 95 90 85 80 75 70
Longitude West from Greenwich
105 100 95 90 85 80
HUDSON BAY
JAMES BAY
NORTH EAST TERRITORY
KEEWATIN
MANITOBA
SASKATCHEWAN
ALBERTA
ONTARIO
QUEBEC
LAKE SUPERIOR
LAKE MICHIGAN
LAKE ERIE
LAKE ONTARIO
Lake Athabasca
Wollaston Lake
Reindeer Lake
Deer L. Ho.
Big Lake
Fort Churchill
C. Churchill
C. Esquimaux
North Lined Lake
Fort Nelson
C. Tatnam
York Factory
Fort Severn
C. Henrietta Maria
Oxford Ho.
Cumberland Ho.
Norway Ho.
Cedar L.
Lake Winnipeg
Winnipeg
Portage la Prairie
Rapid City
Minnedosa
Rat Portage
Fort Alexander
Fort Frances
Lake of the Woods
Rainy L.
Thunder B.
Nepigon
L. Abittibi
L. Temiscamingue
Ottawa R.
Pembina
Crookston
Fisher's Landing
Glyndon
Barnesville
Fargo
Breckenridge
Duluth
Ashland
Houghton
Keweenaw Pt.
Sault Ste Marie
Mississippi R.
St. Cloud
Anoka
St. Paul
Minneapolis
Green Bay
Tomah
La Crosse
Portage
Madison
Milwaukee
Chicago
Dubuque
Prairie du Chien
Yankton
Missouri R.
Platte R.
OMAHA
Lincoln
Grand Haven
Traverse City
Bay City
Detroit
Toledo
Cleveland
Buffalo
Pittsburg
Ft. Wayne
Lake route via Collingwood
Canadian Pacific Railway
Red R.
Assiniboine R.
Saskatchewan R.
Nelson R.
Hayes R.
Churchill R.
Severn R.
Albany R.
Moose R.
Abitibi R.
Mattawa R.
Rupert's R.
Gt. Fish L.
L. St. Joseph
Gloucester Ho.
Fort Albany
Charlton Is.
East Main
Hannah B. Ho.
Fort Concord
Sutton Mill L.
N. Bear I.
Fort George
Lookout
Belcher's Is.
H.B. Post
Oxford Ho.
Norway Ho.
Cumberland Ho.
Duck R.
Gods L.
Severn L.
Winnipeg R.
Lake Manitoba
Lake Winnipegosis
Swan R.
Dauphin L.
Riding Mt.
Turtle Mt.
Pembina Mt.
Wood Mt.
United States
Mexico
Bergen
Christiania
Stockholm
Copenhagen
Hamburg
Berlin
Vienna
Paris
Madrid
Trieste
Constantinople
NORTH SEA
BALTIC SEA
MEDITERRANEAN SEA
RUSSIA
AUSTRIA
FRANCE
AFRICA


NADA
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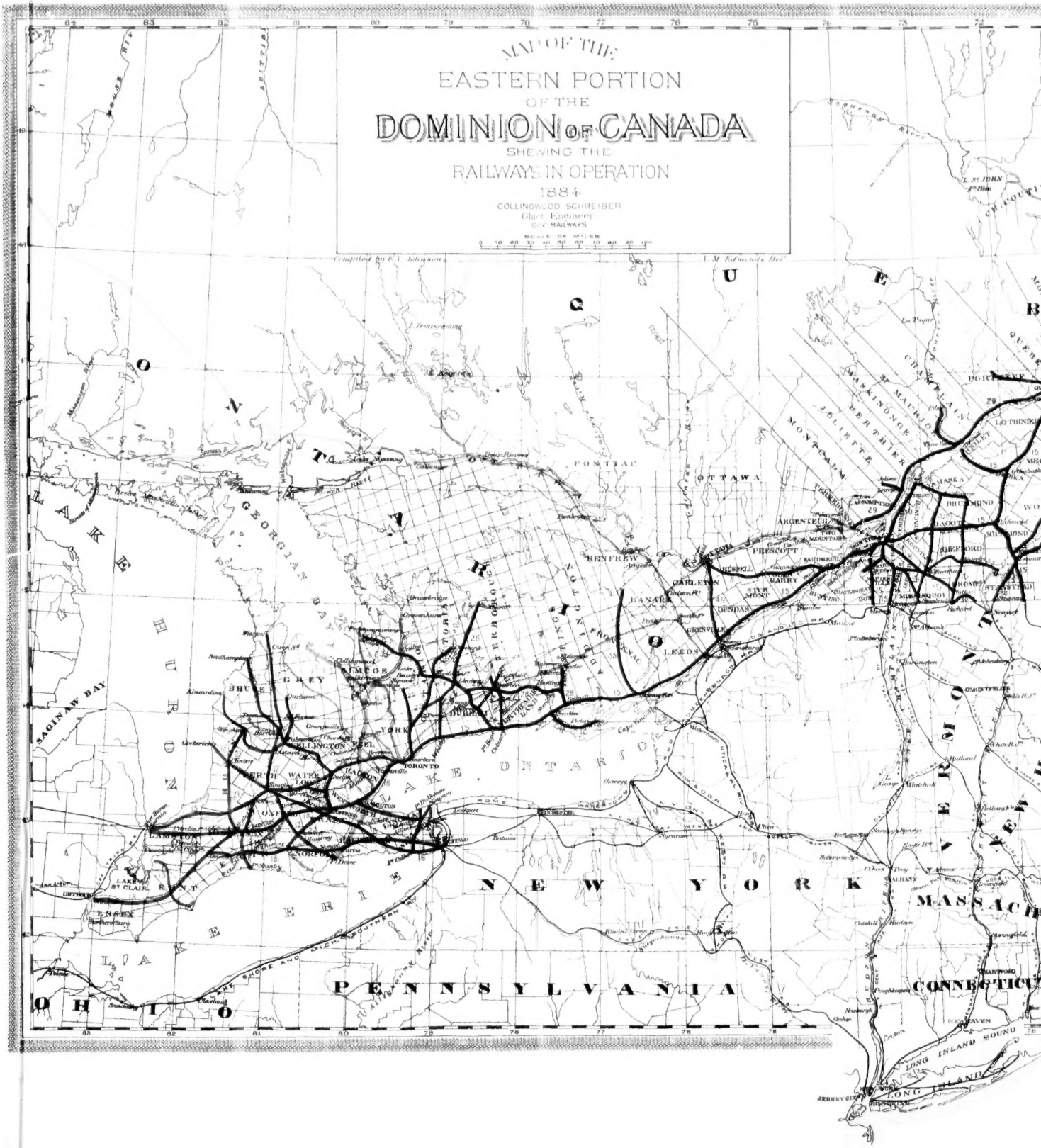
35
LABRADOR
Hamilton Inlet
C. Mugford
Belle Isle
Quebec to Glasgow
Quebec to Liverpool
EAST TERRITORY
Gulf of St. Lawrence
Anticosti Is.
L. Mistassini
C. Gaspe
Magdalen Islds.
St. Paul I.
Cape North
CAPE BRETON
Sydney
ISLAND
Louisburg
PRINCE EDWARD ISLAND
Charlottetown
Pictou
C. Canso
Halifax to Liverpool
Portland to Liverpool
Sable I.
NEWFOUNDLAND
St. John's
C. Race
St. George's B.
Fortune B.
Placentia B.
Miquelon I.
White B.
Bay of Bange B.
Bonavista B.
Trinity B.
Gaspe B.
Chaleur B.
Miramichi B.
Baie des Chaleurs
Bathurst
Dalhousie
Campbellton
Newcastle
Chatham
Miramichi R.
Restigouche R.
Ristigouche
R. Saguenay
L. St. John
Tadousac
Riviere du Loup
River St. Lawrence
Rimouski
Metis
Matane
Three Rivers
Maskinonge
St. Peters
Nicolet
Sorel
Chambly
Lachine
Beauharnois
Coteau
Cornwall
Prescott
Brockville
Kingston
Belleville
Cobourg
Port Hope
Toronto
Hamilton
Niagara
Niagara Falls
Buffalo
Rochester
Oswego
Syracuse
Albany
Utica
Binghampton
Hudson R.
Jersey City
Brooklyn
Long Isld.
Harrisburg
Philadelphia
Baltimore
Washington
Alexandria
Fredericksburg
Richmond
Petersburg
Norfolk
Portsmouth
Weldon
Wilmington
Charleston
Savannah
Augusta
Macon
Columbus
Montgomery
Mobile
Pensacola
Tallahassee
Apalachicola
Key West
Havana
Matanzas
Cardenas
Cienfuegos
Trinidad
Santiago de Cuba
Kingston
Port Royal
Montego Bay
Savanna la Mar
Black River
Morant Point
Caicos Is.
Turks Is.
Inagua
Crooked I.
Long I.
Exuma
Nassau
Abaco
Bahama Is.
Bermuda
Hamilton
St. George's
Boston to Liverpool & Glasgow
New York to Liverpool
Philadelphia to Liverpool
Baltimore to Liverpool
ATLANTIC OCEAN
GULF OF MEXICO
CARIBBEAN SEA
QUEBEC
ONTARIO
NEW BRUNSWICK
NOVA SCOTIA
MONTREAL
OTTAWA
BOSTON
NEW YORK
PHILADELPHIA
HALIFAX


MAP OF THE
EASTERN PORTION
OF THE
DOMINION OF CANADA
SHEWING THE
RAILWAYS IN OPERATION
1884
COLLINGWOOD SCHREIBER
Chief Engineer
DOM. RAILWAYS
SCALE OF MILES
Compiled by F.V. Johnson
J.M. Edmonds Del.
ONTARIO
QUEBEC
LAKE HURON
LAKE ONTARIO
LAKE ERIE
GEORGIAN BAY
SAGINAW BAY
NEW YORK
PENNSYLVANIA
OHIO
MASSACHUSETTS
CONNECTICUT
LONG ISLAND SOUND
LONG ISLAND
OTTAWA
PONTIAC
RENFREW
PRESCOTT
ARGENTEUIL
CARLETON
GLENGARRY
STORMONT
DUNDAS
GRENVILLE
LEEDS
LANARK
HASTINGS
PETERBOROUGH
VICTORIA
SIMCOE
GREY
BRUCE
YORK
TORONTO
WELLINGTON
PEEL
HALTON
WENTWORTH
LINCOLN
NIAGARA
ESSEX
KENT
LAMBTON
MIDDLESEX
ELGIN
OXFORD
BRANT
NORFOLK
HALDIMAND
WELLAND
MONTMORENCY
MAISKINONGE
CHAMPLAIN
JOLIETTE
TERREBONNE
BERTHIER
L. Temiscaming
L. Nipissing
Ottawa River
Mattawa River
Montreal River
Spanish River
Sturgeon River
Severn River
Muskoka River
Trent River
Grand River
Thames River
Maitland River
Saugeen River
Credit River
Humber River
Don River
Rouge River
Bay of Quinte
Lake St. John
Lake Champlain
Lake George
Lake Memphremagog
Lake Winnipeg
Lake Superior
Lake Michigan
Lake St. Clair
St. Clair River
Detroit River
Niagara River
Welland Canal
Rideau Canal
Ottawa River
St. Lawrence River
Chaudiere River
Richelieu River
Montmorency River
Saguenay River
Lake St. John
Quebec
Montreal
Kingston
Belleville
Cobourg
Port Hope
Whitby
Oshawa
Toronto
Hamilton
Brantford
Guelph
Berlin
Stratford
Goderich
Owen Sound
Collingwood
Barrie
Orillia
Peterborough
Lindsay
Port Perry
Uxbridge
Richmond Hill
Aurora
Newmarket
Bradford
Orangeville
Brampton
Georgetown
Milton
Oakville
Port Credit
Dundas
Galt
Paris
Woodstock
Ingersoll
Tillsonburg
Simcoe
Port Dover
Hagersville
Caledonia
Dunnville
Port Colborne
Fort Erie
Niagara Falls
St. Catharines
Thorold
Welland
Port Dalhousie
Grimsby
Beamsville
Jordan
Vineland
Smithville
Merritton
Port Robinson
Chippawa
Queenston
Lewiston
Buffalo
Tonawanda
Rochester
Oswego
Syracuse
Utica
Albany
Troy
Schenectady
Saratoga
Whitehall
Rutland
Bellows Falls
Brattleboro
Greenfield
Springfield
Worcester
Boston
Lowell
Lawrence
Haverhill
Newburyport
Portsmouth
Dover
Concord
Manchester
Nashua
Hartford
New Haven
Bridgeport
Stamford
Norwalk
New York
Jersey City
Hoboken
Brooklyn
Long Island
Montauk Point
Sandy Hook
Cape Vincent
Sackets Harbor
Watertown
Ogdensburg
Massena
Cornwall
Prescott
Brockville
Gananoque
Kingston
Napanee
Belleville
Trenton
Picton
Wellington
Deseronto
Tyendinaga
Shannonville
Madoc
Marmora
Campbellford
Hastings
Norwood
Peterborough
Lakefield
Bobcaygeon
Fenelon Falls
Lindsay
Omemee
Port Perry
Whitby
Oshawa
Toronto
Weston
Brampton
Georgetown
Milton
Oakville
Port Credit
Hamilton
Dundas
Ancaster
Brantford
Paris
Galt
Guelph
Berlin
Waterloo
Stratford
Listowel
Wingham
Goderich
Clinton
Seaforth
Exeter
Hensall
Kippen
Zurich
Bayfield
Southampton
Port Elgin
Kincardine
Tiverton
Owen Sound
Meaford
Thornbury
Collingwood
Stayner
Barrie
Orillia
Gravenhurst
Bracebridge
Huntsville
Parry Sound
Sudbury
Copper Cliff
Chelmsford
Espanola
Little Current
Manitoulin Island
Sault Ste. Marie
Michipicoten
Port Arthur
Fort William
Rat Portage
Keewatin
Winnipeg
Emerson
Pembina
Portage la Prairie
Brandon
Minnedosa
Rapid City
Neepawa
Gladstone
Carberry
Virden
Moosomin
Broadview
Qu'Appelle
Regina
Moose Jaw
Swift Current
Medicine Hat
Calgary
Banff
Canmore
Cochrane
Edmonton
Strathcona
Leduc
Wetaskiwin
Ponoka
Red Deer
Innisfail
Olds
Didsbury
Carstairs
Crossfield
Airdrie
Okotoks
High River
Macleod
Fort Macleod
Lethbridge
Coaldale
Taber
Medicine Hat
Maple Creek
Swift Current
Moose Jaw
Regina
Qu'Appelle
Broadview
Moosomin
Virden
Carberry
Portage la Prairie
Brandon
Minnedosa
Rapid City
Neepawa
Gladstone
Portage la Prairie
Winnipeg
Emerson
Pembina
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Chelmsford
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Bayfield
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Clinton
Goderich
Wingham
Listowel
Stratford
Waterloo
Berlin
Guelph
Galt
Paris
Brantford
Ancaster
Dundas
Hamilton
Oakville
Milton
Georgetown
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Omemee
Fenelon Falls
Bobcaygeon
Lakefield
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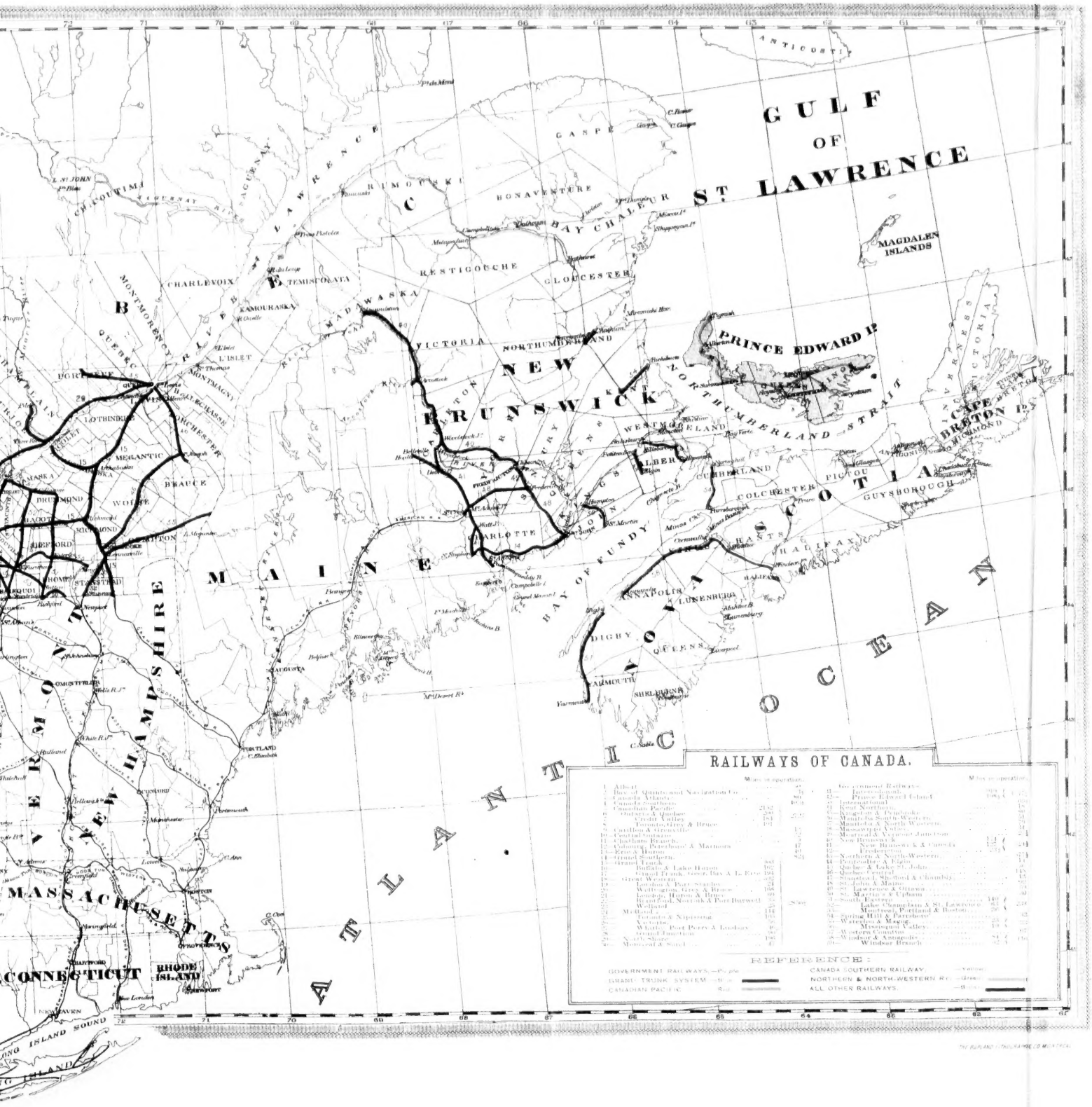
Hastings
Norwood
Campbellford
Madoc
Marmora
Shannonville
Tyendinaga
Deseronto
Wellington
Picton
Trenton
Belleville
Napanee
Kingston
Gananoque
Brockville
Prescott
Cornwall
Massena
Ogdensburg
Watertown
Sackets Harbor
Cape Vincent


GULF OF ST LAWRENCE
ATLANTIC OCEAN
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD I.
MAGDALEN ISLANDS
CAPE BRETON I.
MAINE
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
RHODE ISLAND
LONG ISLAND SOUND
BAY OF FUNDY
GASPE
BONAVENTURE
BAY CHALEUR
RESTIGOUCHE
GLOUCESTER
VICTORIA
NORTHUMBERLAND
KENT
WESTMORELAND
ALBERT
CUMBERLAND
COLCHESTER
PICTOU
GUYSBOROUGH
HALIFAX
ANNAPOLIS
LUNENBURG
DIGBY
QUEENS
YARMOUTH
SHELBURNE
CHARLEVOIX
TEMISCOUATA
KAMOURASKA
MADAWASKA
BEAUCE
MEGANTIC
DORCHESTER
LOTBINIERE
MONTMAGNY
L'ISLET
PORTNEUF
MONTMORENCY
QUEBEC
CHAUDIERE
ARTHABASKA
DRUMMOND
WOLFE
RICHMOND
SHERBROOKE
STANSTEAD
COMPTON
BEAUHARNOIS
ARGENTEUIL
PONTIAC
TEMISCAMING
ANTICOSTI
CHICOUTIMI
L. ST JOHN
SAGUENAY
RUMOUSKI
LAWRENCE
AUGUSTA
PORTLAND
PORTSMOUTH
MANCHESTER
CONCORD
HARTFORD
NEW HAVEN
NEW LONDON
PROVIDENCE
SPRINGFIELD
BOSTON
LOWELL
LEWISTON
BANGOR
ST JOHN
FREDERICTON
MONCTON
AMHERST
PICTOU
TRURO
WINDSOR
YARMOUTH
DIGBY
ANNAPOLIS
LUNENBURG
HALIFAX
SYDNEY
CHARLOTTETOWN
SUMMERSIDE
SHEDIAC
CAMPBELLTON
BATHURST
NEWCASTLE
CHATHAM
DALHOUSIE
WOODSTOCK
HOULTON
CALAIS
EASTPORT
ST ANDREWS
ST STEPHEN
FREDERICTON
SACKVILLE
MIRAMICHI
RICHIBUCTO
SHEDIAC
MONCTON
AMHERST
SPRINGHILL
PARRSBORO
TRURO
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WOLFVILLE
BERWICK
MIDDLETON
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LUNENBURG
MAHONE B.
CHESTER
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TRURO
PICTOU
NEW GLASGOW
STELLARTON
SYDNEY
LOUISBURG
ARICHAT
CANSO
PORT HASTINGS
BADDECK
BRIDGEWATER
LIVERPOOL
SHELBURNE
CHARLOTTETOWN
SUMMERSIDE
TIGNISH
GEORGETOWN
SOURIS
PRINCE EDWARD I.
CAPE BRETON I.
MAGDALEN ISLANDS
ANTICOSTI
GULF OF ST LAWRENCE
BAY CHALEUR
GASPE
BONAVENTURE
RESTIGOUCHE
GLOUCESTER
NORTHUMBERLAND STRAIT
NORTHUMBERLAND
KENT
WESTMORELAND
ALBERT
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BRIDGEWATER
LIVERPOOL
SHELBURNE
CHARLOTTETOWN
SUMMERSIDE
TIGNISH
GEORGETOWN
SOURIS
RAILWAYS OF CANADA.
REFERENCE:
GOVERNMENT RAILWAYS.
GRAND TRUNK SYSTEM.
CANADIAN PACIFIC.
CANADA SOUTHERN RAILWAY.
NORTHERN & NORTH-WESTERN RY.
ALL OTHER RAILWAYS.